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**BIRTHS.**  
On August 31, 1907, at Tsimshu, to Prof. and Mrs. R. A. GOODCELL, a son.  
On September 4, 1907, at Shanghai, to Mr. and Mrs. F. LARGO, a son.

**MARRIAGE.**  
August 26, 1907, at Newchwang, Mr. R. T. TEBBITT of H. B. M. S. Consular Service, to Miss CAMILLA L. SARGENT of Newchwang.

**DEATHS.**  
On September 3, 1907, at Alameda, California, FREDERICK GORDEN of Ogden Bros., Shanghai.  
On September 4, 1907, at Hankow, W. J. WIGLESWORTH, Chartered Bank of India, Australia and China, aged 26 years.  
On September 5, 1907, at Shanghai, JOHN ALEXANDER STEWART, aged 67 years.  
On the 7th September, in Germany, suddenly, of heart disease, PAUL WITKOWSKI, aged 44 years.  
HELENE ANTONIE, daughter of Dr. Karl Jentz, 3 days 10th inst. to months old. 3, Robinson Road.  
On the morning of the 12th inst., at his residence, "Quelus," No. 14, McDonnell Road, JOAO MIGUEL SEBASTIAO ALVES, aged 67 years. Deeply regretted.

## The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 14, 1907.

### COLONIAL FINANCE.

(7th September.)

The Colony's financial statements for the first half of the current year appear in today's issue of the *Government Gazette*. To the 30th June last the Colony incurred a total expenditure of over \$2,800,000 as against \$3,300,000 for the same period last year. Of the actual amount expended about \$4,450,000 is chargeable to ordinary recurrent expenditure and the balance of \$380,000 was spent in Public Works Extraordinary, as against \$4 lacs last year for the same service. The total increase in departmental expenditure, including the excess item of \$47,801 for public works recurrent is \$70,810, against a saving of \$89,000, contributed principally by a less expenditure of 18,400 on pensions; \$77,500 from the Post Office vote; 170,000 in favour of the Legal Department, and a reduced "military contribution"

by \$31,000. Adding a net saving of \$470,368 on extraordinary public works, the Treasury's disbursements for the six months of 1907 show a reduced expenditure of \$490,000 in round figures as compared with the corresponding period of 1906. This year's Estimates make a provision of \$6,431,740 for the public service, and the amount expended for the half period is \$2,830,982, or some four lacs of dollars less than the estimated available figure. Turning to the Treasurer's statement of revenue it is ascertained that \$3,460,000 has been collected during the period under review, and of that aggregate "Land Sales" contribute rather more than a lac of dollars. The revenue derived by our postal department shows a substantial increase of more than ten per cent for the six months, or to be exact \$234,197 this year as against the 1906 collection of \$210,177. Under three heads of revenue there have been decreases, viz., Licences \$3,300; Rent of Government property \$47,000, and Miscellaneous Receipts \$7,200. Instituting a comparison between the respective periods for 1907 and 1906 there is found to be a balance of \$61,750 in favour of the present year—a balance entirely made up by larger receipts from "land sales" which account for an actual excess of over \$64,000. It will thus be seen that the revenue of the Colony has remained stationary during the past two years. Reading the figures of the statements as they are presented now with the report of the Assessment for 1907-1908, not too much latitude is permitted for a too optimistic view of the elasticity of Hongkong's revenue. When the problem presents itself by the prospective elimination of about a quarter of our total revenue by the abolition of the Opium Farm which is now agitated for, the framers of the Colony's Budget will be confronted with difficulties to overcome which there appear to be several features of well-nigh insuperable difficulty.

### SIR MATTHEW NATHAN AND THE JEWISH TERRITORIAL ORGANIZATION.

(9th September.)

Our Jewish friends, whose New Year 5,668 begins to-day, will be glad to learn that Sir Matthew Nathan, who left England on the 10th August to take up his new appointment as Governor of Natal, has signalled his departure by becoming a member of the South African section of the Jewish Territorial Organization—the establishment of which Mr. Israel Zangwill founded, and which aims at finding a resting-place for the persecuted Jew in any country or clime. Sir Matthew Nathan's adhesion, in view of his position, is an important one, and it is interesting to recall that, at the time of the British Government's offer of territory in East Africa to the Zionists, he would have probably been the first Jewish Governor, if the offer had fructified, for he was quite willing to undertake the duty. While in Hongkong Sir Matthew exhibited no little interest, though unostentatiously, in the promotion of the social and other interests of his co-religionists in the Colony. And it is well to observe that in our cosmopolitan community the Jewish element constitutes a not unimportant factor in both the social and commercial life of the island.

### BLUE RIBBON OF THE ATLANTIC.

(10th September.)

In the maiden trip of the new Cunard liner, the *s.s. Lusitania*, is seen the largest and the fastest boat afloat—the greatest ship, in fact, in the world speeding across the Atlantic. Until comparatively lately the largest and almost the fastest vessel to cross the Atlantic was the White Star Company's *Oceanic* of 18,000 tons. But the *Lusitania*, whose departure from English shores the other day, Reuter informs us, was attended by such extraordinary enthusiasm, is nearly twice the size of the *Oceanic*; for she is 33,000 tons and has the following dimensions:—length 790 feet, breadth 88 feet, depth 60 feet, and draught 37 feet. This mammoth ship is arranged to carry 540 first-class, 460 second-class, and 1,200 third-class passengers, and 827 members of the crew. Every berth on board the world's biggest ship was already engaged a month ago. According to recent home papers a good deal of interest is being taken in America in the British and German struggle for the blue-ribbon of the Atlantic. The fastest ship in actual service is the *Kaiser Wilhelm II.*, and she usually crosses the Atlantic in six days. The turbine-powered *Lusitania*, which started on her maiden trip from the Mersey, on Saturday, is expected to reach New York within five days. The North German Lloyd, anticipating the kudos which Great Britain is likely to receive from such a record, has built the *Kronprinzessin Cecilie*, which sailed from Cherbourg last month. The Germans contend that the turbines are not proving such a success as was originally claimed. The *Kronprinzessin Cecilie*, accordingly, is fitted with reciprocating engines. She was expected to reach New York on the 8th ult., but a wireless message from Sable Island received in New York that day stated that she could not reach the harbour before two o'clock the following afternoon. The *Lusitania* and *Lusitania* both left Liverpool on 7th Sept. The former holds the record of 5 days 8 hours from Queenstown to Sandy Hook. The race is likely to prove the most exciting ocean contest for many years. The agents of the Cunard Company in New York stated that they would not be satisfied unless the *Lusitania* wins by a margin of 20 hours.

### CHINESE WARSHIPS FROM JAPAN.

(12th September.)

That the rehabilitation of China's Navy programme stands to Japan in an engaging more than cursory interest will be found in the fact that the placing of the order for Chinese warships from Japan is considered of sufficient importance, as it cannot fail to do, to correspondents in China of influential journals in England to bring the matter before the notice of readers at home. Writing from Shanghai, the correspondent of the *London Morning Leader* records the fact that the Kawasaki Dockyard Company, of Japan, has just obtained an order from the Chinese Government to build ten or twelve light gunboats for service on the Yangtze. The correspondent says:—"Admiral Sah Ching-ping, Commander-in-Chief of the Chinese Navy, and Nanyang squadrons, who is now at Peking, advising on the reconstruction of the Chinese Navy, pleaded urgently for such outlay. Indeed, the gunboats would never have been ordered but that the Kawasaki Company proposed to accept payment by yearly instalments. That is a fact worth watching by British and American shipbuilding companies. It shows clearly how the astute Japanese are trying to get the building of all Chinese vessels, both naval and mercantile. In connection with that message the telegram which the *Mainichi* recently received from its correspondent at Peking is worthy of notice. The despatch says:—"An influential Censor has submitted a representation to Their Majesties regarding the placing of orders in Japan by the authorities of various Provinces for the construction of warships. Japan, he alleges, repairs and refurbishes old vessels of her own, which were used in the recent war and sells them to China, and the Chinese authorities do not discover that they have been deceived. Being strongly impressed by this assertion Tieh Liang, the Minister of War, has advised 'their Majesties to instruct the provincial Governments to insist upon strict contracts in the event of Japan or other foreign countries being asked to construct warships. The accusation made by the censor is attributed to the influence of certain foreigners who have been trying to sow distrust between the Japanese dockyard companies and the Chinese authorities. In this connection it is said that a recent visit of officials of the Kawasaki Dockyard to Peking attracted much attention among foreigners. Commenting on the foregoing reports, the *Sina Gazette* makes some pertinent observations. Our Shanghai correspondent's criticisms merit consideration. It remarks:—"It is interesting to note that some of the Chinese statesmen in Peking are waking up to the fact that in some mysterious manner 'China' has tied herself to Japan in the matter of the re-building of China's Navy. But we are sorry to observe that the first public intimation from China on the subject should be marked by an absurd error which only goes to show how childish after all are the great men of Peking occasionally, and how ill-informed upon subjects on which they might easily obtain accurate knowledge. Almost every observant newspaper reader must have been struck by the frequency of announcements in the local press that another gunboat had been launched at the Kawasaki Dock at Kobe for the Chinese Government. It was only last week that the launch of the sixth of these vessels was so recorded. These ships have all been ordered by the Viceroy Chang Chih-ung for service on the Yangtze, and other warships are also in course of construction for China in Japanese establishments. This policy of going to Japan for assistance in the matter of naval construction commenced immediately after the conclusion of the Chinese-Japanese Agreement, following the Portsmouth Treaty, and has continued so consistently ever since that it is more than half suspected that a secret understanding upon this point formed part of the recent Peking Convention between China and Japan. Orders which hitherto went to British or German yards have for the past two years gone regularly, and if as 'pre-arranged,' to Japan, all question of competition being apparently eliminated from such transactions by mutual but secret agreement. What the *quid pro quo* to China is we have not even heard a hint, but there must have been a consideration given somewhere or in some form, for otherwise it is not likely that orders for vessels at twenty to twenty-five per cent over what they could be built for locally in the Kiangnan Arsenal, and much higher than they would have cost in England, would have been placed with the Japanese builders by China. But for the censor, who now denounces the Japanese builders, to say that they are supplying old vessels refurbished to look like new is absurd. China's policy in naval matters seems just as fatuous and foolish as in other directions where 'reform' is ostensibly aimed at, but in reality where new and more up-to-date methods of 'squeeze' are the real target sought."

### U. S. CONSULAR SERVICE.

(12th September.)

It will be remembered that, as a result of a special Commission of Inquiry, the U. S. Government instituted early last year important reforms in its Consular service, in particular that branch affecting the diplomatic representations of the United States in the Far East. Recently another movement has been started by the National Business Men's

League, through its executive board, at Chicago, to secure still further reform in the Consular service of the United States. This movement will, we are informed by a contemporary, no doubt receive the hearty sympathy and support of business men in all parts of the country. It is contended that the Lodge bill of the Fifty-ninth Congress was in the right direction, and it may be used as a basis for working out a more comprehensive scheme of reform in the American Consular service. The service ought to be removed as far from political influences as possible. Consuls should not be appointed or removed for political reasons. The merit system should be made to apply to examination, appointment and promotion. The National Business Men's League urges the creation of an examining board with an examination seat for 100,000, a minimum and maximum age limit of 21 and 40 years respectively; the familiarity of consuls with at least one modern language other than English, and a knowledge of the natural, industrial and commercial resources of the United States. Such qualifications would, as a rule, be required by the average well-conducted business establishment of their foreign representatives, and if they are good for a business house, they ought to be good for the Government also. Consular representatives fill a much larger place in the affairs of the nation now than heretofore. The usefulness and value of these agencies have been vastly increased, and in recent years they have been doing much toward building up the commerce of the United States in foreign countries. But there is still room for improvement in the service, and congress ought to make such changes in the law as may tend to increase the efficiency of the Consular system.

### THE EXTRADITION OF A CHINESE REFORMER.

(13th September.)

Few cases have been deserving of more attention than that in which Mr. F. A. Hazeland delivered judgment yesterday—we refer to the proceedings brought at the instance of the Chinese Government for the extradition of a Chinese subject, known as Hu Kai Sing. The charge brought against the defendant was one of armed robbery, alleged to have been committed in Chinese territory in the early part of this year, but the case had barely been opened before it was amply evident from the statements submitted to the Court that much more significance attached to it than appeared on the surface. Before we proceed farther, we would remind readers that Hongkong, like the United Kingdom, has ever proved an asylum for the politically oppressed and the political refugee. Whatever an individual may have done in his own country to relieve the people of his own nationality and to assist in their regeneration has been regarded as non-criminal and non-extraditable. True, these altruists and enthusiasts may be utterly mistaken in their views, and even fanatical in their endeavours to secure the benefits to which they attach so much importance, but so long as they commit no overt act of personal retribution, so long as they seek to obtain the redemption of their country by fair political methods, they are not considered, under the British constitution, as anything more than visionaries, certainly as nothing more than political outcasts whose principal offence is that they are ahead of their time. In this case which came before the First Magistrate it was quickly made manifest that while armed robbery might be alleged as a reason why the accused should be extradited, the real object of the Chinese authorities was to secure the person of a self-confessed member and leader of the reform movement in that country. Judging from the reports of the case, the allegation of armed robbery submitted against Hu Kai Sing had scarcely a leg to stand upon, and how Mr. Hazeland found himself in a position to declare that a *prima facie* case had been made out we are at a loss to conjecture. But, after all, the question of armed robbery dwindled into nothingness when the defendant came to be examined. Cautioned and warned, both by the Court and his counsel, the defendant proclaimed himself a reformer, anxious for the welfare of his compatriots, at variance with all corrupt or incompetent officials who allowed the people to starve. There was no hedging or meek pleadings to be excused; he exulted in his creed, and whether we join with him or not—in his aims the fact stands that he is a sincere and convinced exponent of revolutionary tenets but of a straightforward programme of reform. Of course, this view is open to argument, and the fact that the man is not a professed revolutionary may be seized upon as a reason for his condemnation, but we have not arrived at that point. Let us take part of the defendant's evidence quoted by Mr. Hazeland in his judgment—and we suggest that this part was about the weakest offered for acquittal. The defendant said: "I know that a rising took place at Wong Kong, in the Yam Ping district. I was second head man who got up this rebellion. The cause of this rebellion was that rice was very dear and scarce in that part and had been so for about a year. The authorities knew this the whole time and would not take any steps to make the rice any cheaper. They knew well the laws and duties cast upon them in cases of this kind. They simply ignored the people and let them starve. Members of the Reform Party were imprisoned for armed robbery." This story

was variously described as a rebellion, a revolution, and other names which magnified it to the extent of a dynastic downfall. Was it the province of mandarinism to avow that it was an expression of anger that they had failed to perform their appointed duties? Were the officials to report to Peking that the people had risen against the rapacity of their overlords to the maritime provinces of the South? Their first thought was self-preservation, and a rising of a starved and practically impotent populace was described as an armed robbery. This is not new of the news by any means. It has happened before, as all students of China will aver, but on this occasion the second leader of the movement, managed to escape to the Kingdom of Hongkong, where political offenders need have nothing to fear, being under the flag which represents liberty of conscience and just treatment. In Court Hu Kai Sing admitted that he had raised an organisation of 4,000 members—is that anything like the number which takes part in an armed robbery? Their wages were nil; their food was provided by the reform party—which is known to be surfeited with funds. One question and answer read like a quotation from Tolstoy: "Are you dissatisfied with the Emperor of China?"—"If the Emperor acts justly I am satisfied." And another: "Are you content with the laws of China as they are interpreted to you?"—"What a question! That is the reason why we have this Reform Party." The defendant had a witness who declared that the accused was in Hongkong on the date of the alleged armed robbery, and the evidence as a whole does not give the lie to that assertion. Now comes Mr. Hazeland with his excerpts of legal lore. Mr. Justice Bayley observed in *Cox v. Coleridge*:—"I think that a Magistrate is clearly bound, in the exercise of a sound discretion not to commit anyone unless a *prima facie* case is made out against him by a witness entitled to a reasonable degree of credit. Justices ought not, therefore, to balance the evidence and decide according as it preponderates, for this would, in fact, be taking upon themselves the functions of a petty jury, and be trying the case, but they should consider whether or not evidence makes out a strong or probable, or even a conflicting case of guilt in any one of which cases they should commit the accused to trial." Mr. Hazeland added, "In the present case the evidence in my opinion raises a strong presumption of the guilt of the accused." No doubt, Mr. Hazeland had greater opportunities of valuing the evidence, but it is hard to see where he found his "strong presumption of guilt." The presumption is all the other way; four thousand men committing armed robbery is really preposterous, but let us see what Mr. Hazeland proceeds to say:—"As to the present case there is no evidence before me to warrant my coming to the conclusion that the requisition for extradition is made with a view to punish the defendant for an offence of a political character. The suggestion by the defence that the requisition was really not made to punish defendant for an armed robbery but for an offence of a political character amounts to an allegation that the said demand for extradition was not made in good faith nor in the interests of justice." Even if that be so, the defence cannot be considered as subordinate to that tendered by the prosecution. Indeed, we would go farther and hold that greater consideration and a wider margin of doubt in the integrity of the prisoner should be allowed than those furnished the Crown, which is not always immaculate. Mr. Hazeland speaks of offences of a political character and drags in as an example of the terrible results which would prevail should murderers such as Freschi, who attempted the life of Louis Philippe be afforded sanctuary as political offenders. But the analogy between that crime is far from perfect, because in the one case the matter was a matter of private or personal hatred, whereas in this case a reformer was actuated by no personal feeling whatever but, if we are to believe his story, by the highest form of altruism. Again, to take a final quotation, Mr. Hazeland cites the *dictum* of Mr. Justice Cave in *Re Menner*, in which the learned judge laid it down that: "It appears to me that in order to constitute an offence of a political character there must be two or more parties in the state each seeking to impose the government of their own choice on the other, and if the offence is committed by one side or the other in pursuance of that object it is a political offence, otherwise it is not." Were there not two parties in the state endeavouring in this case under review to have their own way? It would be curious to hear the candid opinion of a Chinese official, even a mandarin, on that. How Mr. Hazeland can reconcile his quotations with his decision that the defendant's offence was without political significance—that, in fact, it was plainly an armed robbery—we fail to comprehend. We do not for a moment wish to be associated with any party in China, whether reformers, reactionaries, or rebels, but the principles of British justice in which every Briton prides himself are in question, and it will be a sad day if a politician, who appears to be nothing more than a Parliamentary Cromwellian, day or a Radical of Campbell-Bannerman's time should be sent to the execution ground through an inadequate interpretation of the law. Hu Kai Sing lies in Victoria gaol pending the Governor's orders in respect of extradition; we can only hope that his incarceration may be short, and that he will be enabled to realise the advantages which pertain to residence under the shadow of the Union Jack and the privileges which are enjoyed by those who entrust themselves to the infinite mercies of British justice.

### Telegrams

HONGKONG TELEGRAPH SERVICE.

### RIOTING AT YUMCHOW. CHINESE OFFICIAL AND FAMILY MASSACRED.

TROOPS DESPATCHED FROM CANTON.  
[From Our Own Correspondent.]  
Shamoon, 7th September, 12.35 p.m.

A rising of outlaws is reported to have taken place in Fong Shing district in the prefecture of Yumchow. The rioters destroyed the magistracy, killing the magistrate himself and his family. Ex-Commander-in-chief of Kwangtung, Li Chun, recently appointed *chunai* [brigadier-general] of Pakhoi, left here to-day by the transport *Chuyuen* with four regiments of troops for the scene of the disturbance.

### THE HONGKONG TRAGEDY.

ADSETT'S REPORTED WILLINGNESS TO SURRENDER.

EXTRADITION FORMALITIES WAIVED.  
[From Our Own Correspondent.]

Shanghai, 7th September, 12.40 p.m.

It is reported from Chefoo that Adsett, the alleged murderer of Gertrude Dayton, is willing to give himself up to the British authorities and stand his trial at Hongkong without waiting for the usual formalities connected with extradition.

### CONFAGRATION IN CANTON.

KEROSENE STORES BURNING. PROBABLE HEAVY LOSS.

[From Our Own Correspondent.]  
Shamoon, 10th Sept., 4.40 p.m.

A big fire is raging in Tung Hing Street, in the native quarter of the City.

The large kerosene stores have caught fire and are burning fiercely. From the present outlook it is expected that the loss involved will be a heavy one.

### TYPHOON WARNING.

The U. S. Consul-General has received the following telegrams from the Manila Observatory:—

September 8th, 1907, at 1 p.m.  
Typhoon forming in about North of Guam.  
September 9th, 1907, at 1 p.m.  
Depression developing China Sea N. W. of Luzon.  
September 13, 1907, 8.30 a.m.  
Typhoon crossed South Guam last night.

### VOLUNTEER CORPS ORDERS.

ALL UNITS.

At headquarters at 5.30 p.m. on Monday, the 16th instant, for Infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

RECRUITS' DRILL.

At headquarters at 5.30 p.m. on Tuesday, the 17th instant, for Infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

ARTILLERY UNITS.

At headquarters at 5.30 p.m. on Wednesday, the 18th instant, for 15-pounder B.L. gun drill. Sergt. Windsor, R.O.A., will attend.

At headquarters at 5.30 p.m. on Friday, the 20th instant, for Maxim gun drill. Sergt. Windsor, R.O.A., will attend.

ENGINEER COMPANY.

At West Fort Kowloon at 9 p.m. on Wednesday, the 18th instant, for technical instruction.

TAIKOO DETACHMENT.

At Taisoo at 5.30 p.m. on Thursday, the 19th instant, for gun drill. Sergt. White, R.O.A., will attend.

N. C. O.'S CLASS.

At headquarters at 5.30 p.m. on Monday, the 16th instant, for Infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

At headquarters at 5.30 p.m. on Tuesday, the 17th instant, for 15-pounder B.L. gun drill. Sergt. White, R.O.A., will attend.

At headquarters at 5.30 p.m. on Wednesday, the 18th instant, for Maxim gun drill. Sergt. White, R.O.A., will attend.

At headquarters at 5.30 p.m. on Friday, the 20th instant, for lecture by Staff Officer.

JOINED.

Mr. B. E. Field joined on the 14th instant, assigned Corps No. 992 and posted to the 18th instant, assigned Corps No. 991 and posted to the 18th instant, assigned Corps No. 991 and posted to the 18th instant.



of the Crown, thereby encouraging revolutionaryaries in the provinces.



## THE HONGKONG HOTEL COLLAPSE.

## THE JURY'S VERDICT.

The inquiry into the circumstances touching the death of the five Chinamen who were killed in the collapse of the eastern portion of the Hongkong Hotel on the 1st August last was resumed last Monday afternoon at the Magistrate's Court, before Mr. F. A. Harland, presiding as Coroner, and a jury.

Mr. G. E. Morrell, Crown Solicitor, of Messrs. Denny and Bowley, appeared for the Crown; Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, represented the Hotel Company; Mr. M. J. D. Stephens watched proceedings for Messrs. Kuhn and Komor. Inspector Smith attended on behalf of the police.

Mr. T. L. Perkins was recalled to the stand. He was questioned by Mr. Looker as to the proper way to cut down a pillar. Witness explained that after taking two "courses" out of the pillar the best way to hold up that pillar would be to drive a "needle" through it. The object in so doing was to prop up the stuff above.

Mr. Looker—Do you say that the propping up of the pillar in question was done in an unusual way?—No. The usual way is to drive a "needle" through it.

Did you see the pillars being cut out?—No. Can you say if the propping up was efficient or not?—The only thing I have to go by is Mr. Blood's report.

His Worship—That is not evidence. Mr. Looker said that from a statement made by the witness he had not inspected the shoring up work. He had read reports of the work done. These reports might have been good, bad or indifferent.

Mr. Morrell said that he objected to Mr. Looker's examination of Mr. Blood, and he had a few questions to ask the witness and he had not ended after an hour.

Mr. Looker (proceeding)—Is it not the duty of the Public Works Department to inspect shoring?—I believe it has to be done to the satisfaction of the P.W.D.

Is the Chinese method of shoring done universally in the Colony?—Yes. Have you known any formal objection taken by the P.W.D. to the Chinese method of shoring?—No.

You said you took objection some months ago?—Yes. Was it the first occasion you had to deal with Chinese shoring?—The first important one. No, no. Was it the first occasion?—No.

W. T. Edwards, a building inspector, P.W.D., was the next witness. He said that on 20th May last a plan was approved for certain alterations to be made in the Hongkong Hotel. The work was in progress in July.

Mr. Morrell—Did you see any shoring under pillars 3 and 4?—Yes. Did you examine the shoring?—I did.

What was the nature of the shoring?—The ordinary Chinese shoring. Did you examine the east wing at all?—Yes.

What was your opinion?—It was in good condition. Did you examine pillar No. 4?—Yes. Did you find any crack there?—No.

Did you visit the works again?—Yes, on 21st July. Did you examine all the pillars again?—Yes. You didn't see any crack in pillar No. 4?—No.

By Mr. Looker: Your duty is to see that the work is being done according to the plans?—Yes.

You were not concerned in the rest of the building—only the rest of the work which was being carried out?—Yes.

That is the work shown by the plans?—Yes. Do the plans show any work to be carried out in respect to the first six pillars, counting from the Queen's Road end?—No.

A. Shelton Hooper, secretary of the Hongkong Land Investment Co., Ltd., said he remembered the evening of the collapse.

Mr. Looker—Where were you from about twenty minutes to a quarter to six?—At the Hongkong Club.

Were you facing a window?—I was facing the window looking over the King's statue. Did you see any lightning at that period?—I did. I saw a very vivid flash right over the direction of the Queen's statue.

Was it in the direction of the hotel?—Yes. It was further back of Lane, Crawford's building.

Did it strike you as an ordinary or extreme flash?—A vivid one. Next morning, I did not hear of the collapse then, I called the attention of the Director of Public Works to the flash and asked if the building was not struck.

Mr. Morrell—Can you tell within a fair distance where a flash of lightning touched?—Yes.

Within a certain point?—Within a certain area. Supposing you were in the N.E. corner of the building, would you not have seen it?—No.

Supposing you were in the N.W. portion of the Club you would not have seen it at all?—I might have seen it at Lyceum (Laughter).

Mr. Looker—Supposing he was in Australia he would not have seen it at all.

Mr. Morrell—Can you say if all lights vibrated?—Yes, more or less.

Mr. Looker—Can you say if the vibration of a lift would extend to the eastern portion of the building?—No.

Mr. Morrell—Not even if the building is connected by the lift?—No.

This concluded the evidence. Mr. Looker and Mr. Morrell having addressed the jury briefly, a verdict of death by misadventure was returned.

**THE JAPANESE IN SHANGHAI.**

In accordance with a law passed by the Japanese Diet in March 1905 the Japanese residents of Shanghai have just formed themselves into a legal community on the lines governing similar organizations in Korea. Under provisions of the law in question communities of the same character are to be formed in Hankow, Tientsin, Newchwang and Antung-hsien. In Shanghai the organization will be a very powerful and influential one, as the Japanese residing here are fully 6,000 in number, and membership of the community in the case of adult males is compulsory. Funds will be provided by the imposition of a tax of \$3 per month per member, the proceeds of which will be used in the establishment of schools, the acquisition of cemeteries, the celebration of national festivals and such objects of communal interest. The regular formation of the community dates from Sunday (Sept. 1), when a very brief and businesslike ceremony took place at the Japanese Consulate-General. The proceedings consisted merely in the announcement by Mr. N. Ozaki, Japanese Vice-Consul in charge, of the names of the fifteen gentlemen whom he had selected to act as a Provisional Council for the community, and who, when six months have passed, will be superseded by a Council elected by the members of the community themselves. The new organization is bound to be very useful promoter of Japanese interests here and regulating Japanese affairs in a manner that will diminish litigation, save the regular authorities a great deal of trouble and conduce to the general well-being of Shanghai. *Shanghai Times.*

## THE RIGHTS OF A CONSIGNEE.

## A DISPUTE OVER DAMAGED FLOUR.

At the Supreme Court, last Tuesday morning, in Summary Jurisdiction, his Honour Mr. A. G. W. P. Judge, gave his decision in the action brought by Messrs. Dang Chee and Company against the owners of the Australian liner *Aldenhurst*.

On a recent voyage from Australia the *Aldenhurst* brought, among other cargo, about 800 bags of flour consigned to Messrs. Dang Chee and Company, and the majority of it was taken delivery of shortly after the vessel's arrival. 51 bags were found to have been damaged, and the consignees refused to take delivery of them.

Correspondence was entered into between Messrs. Dang Chee, Messrs. Dang Chee and Company (agents for the *E. and A. Line*), and finally the consignees took delivery of the flour after a survey had been made, at which Mr. G. P. Lammett represented the consignees and Mr. Douglas represented the ship. Three bags of flour were found apparently in good order and Messrs. Dang Chee accepted these and amended their claim to 48 bags. These 48 were sold by auction by Mr. G. P. Lammett and the consignees sued the owners of the ship for \$10,000, difference between the price for which the rest of the flour was sold and that realised by auction.

Mr. Goldring, who represented the plaintiffs, said his clients brought the action on principle—the principle was that on the facts set forth in the shipper's bill of lading they should be liable for the damage to the flour. The goods were damaged through the negligence of the shipowner and this was the first occasion when the shipping company had refused to make good the loss sustained. The flour bags had been broken and the flour was lost. There was an Act passed by the Commonwealth of Australia which rendered null and void the clauses which were usually inserted in bills of lading for the protection of the shipowner. The ordinary bill of lading relieved the shipowner from all liability.

The Puisse Judge—it will in time. Mr. Goldring, proceeding, pointed out that the Commonwealth had taken what seemed to be a reasonable step by passing this Act, which cancelled the protecting clauses. He argued that the Act was applicable in the present case as the bill of lading was issued in Australia and the law which governed a case of this nature was that in force at the place where the contract was made, and that was in New South Wales.

Mr. Dang Chee gave evidence corroborating the facts as put forth by Mr. Goldring. He said that he had never read a bill of lading and did not consider the clauses of it as binding in face of the Commonwealth Act Mr. Goldring referred to.

Mr. H. G. C. Bailey, who appeared for the defendants, argued that the Act did not take away the protection afforded the shipowner by the clauses in the bill of lading. If it did, what was the use of a bill of lading? The cargo of flour was accepted subject to the clauses mentioned and the bursting of bags was expressly referred to. Plainly, had to prove that the flour was in good condition when shipped, that the damage was due to the negligence of the shipowner and that the action was sustained.

Judgment was given for defendants with costs. No negligence was proved.

## FAREWELL DINNER.

## PLEASANT GATHERING AT THE HONGKONG HOTEL.

A pleasant gathering took place last Monday evening at the Hongkong Hotel when Messrs. Thwaites, Hedger and Palmer, of the Royal Naval Yard, who are leaving shortly for the Homeland, entertained a few friends to dinner. Amongst those present were Messrs. Blomley, W. Pope H. Quick, Rees, H. A. Morris, J. Polley, Thompson, Salter, Kelly, Percy Adams, Flood, Wright, Davy and Chawley.

The toast of the evening was proposed by Mr. Kelly, who referred to the gap that would be caused in their circle by the departure of their hosts. He wished them *bon voyage*, safe return to the old country and a happy reunion with all their old friends.

Messrs. Thwaites, Hedger and Palmer suitably responded. After dinner the remainder of the evening was spent in pleasant intercourse and harmony, terminating with the King and Auld Lang Syde. Pleasure was expressed at the creditable manner in which the hotel manager, Mr. Davis, catered for all wants.

## CHINESE COOLIES IN JAPAN.

## ALL SENT HOME PENNILESS.

We (*Japan Chronicle*) learn from a Tokyo dispatch that the Chinese coolies recently imported for the work of the construction of the Kagoshima line of railway, now in progress between Yokohama and Hito-yoshi, Miyazaki Prefecture, have been dismissed in penniless condition with the instructions issued by the local authorities, who have discovered that the engagement of the coolies is in violation of the Imperial Ordinance No. 359 of 1899. The unfortunate Chinese are now involved in great difficulties and have appealed to the Chinese Consul at Nagasaki for assistance. The matter has been referred to the Chinese Minister in Tokyo, who has applied to the Foreign Office in Tokyo, asking that measures should be taken for their relief. The dispatch adds that the Foreign Office has nothing to do with the matter. It is a question between the contractor and the coolies, and the only course available for their relief may be to obtain travelling expenses from the contractors for the journey home.

It is stated that the number of the destitute Chinese coolies turned out is 129. In the opinion of a certain authority on economics, as quoted in the *Osaka Mainichi*, the importation of cheap labour will be to the advantage of Japan. It will call for further industrial development, which will create an increased demand for labour, and the Japanese labourers may be much benefited in consequence. The Chinese coolies imported for this purpose belong to the lowest class, and can be utilised for enhancing the production of Japan without interfering with the interests of skilled Japanese workers.

The *Mainichi* argues that their importation may be of some advantage in discouraging strikes, or disturbances among the Japanese labourers, but it has not much to recommend it, and in any case their number must be limited. Moreover the existing Imperial Ordinance prohibiting their importation cannot be ignored. Their services are, however, welcomed at mines, and certain mine-owners are considering a proposal by which they can engage Chinese. It is maintained that they not only work more honestly and earnestly than Japanese coolies, but their wages are much lower. They are quite satisfied with 40 sen a day, while Japanese are paid 80 sen in the mainland and 70 in the Hokkaido on an average, and they are demanding an increase.

## THE HONGKONG HOTEL COMPANY, LIMITED.

## HALF-YEARLY REPORT.

The report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the Company's hotel, at 12.30 p.m. on Saturday, September 14th, reads:

To the shareholders of the Hongkong Hotel Company, Limited. Gentlemen,—In accordance with section 56 of the Articles of Association, the directors now beg to submit their report for the half-year ended 30th June, 1907.

ACCOUNTS. The profit on working account amounted to \$73,068.23 as compared with \$76,552.56 for the corresponding period of 1906, being a decrease of \$3,484.33.

Of the profit and loss account, including the sum of \$37,153 brought forward from 31st December, 1906, shows a credit balance of \$73,884.50 which the Directors recommend should be apportioned as follows:—

To pay a dividend of 8 per cent. for the half-year ... \$48,000.00

To transfer to repairs and renewals account ... 10,000.00

To write off furniture and fixtures ... 4,958.62

To carry forward to new account ... 10,925.88

Mr. W. H. Poits has been granted leave of absence, and Mr. F. Maitland joined the Board at the invitation of the Directors. Mr. W. H. Poits retires by rotation, but offers himself for re-election.

AUDIT. The accounts have been audited by Messrs. A. R. Lowe, C.A., and R. Patterson, C.A., the latter acting for Mr. Jeffries. Messrs. H. U. Jeffries and A. R. Lowe, offer themselves for re-election.

EDWARD OSBORNE, Chairman.

PROFIT AND LOSS ACCOUNT For the six months ending 30th June, 1907.

To balance brought forward ... \$70,650.00

To Crown-rent ... 505.93

To rates ... 2,727.40

To fire insurance ... 3,235.50

To debenture int. on \$500,000 at 3 per cent. ... \$15,000.00

To less returned on debentures held by the company ... 2,444.55

To interest account ... 12,555.45

To directors' and auditors' fees ... 6,141.26

To repairs and renewals account, balance as per statement ... 3,294.97

To balance, to be appropriated as follows:—

To pay a dividend of 8 per cent. ... \$48,000.00

To transfer to repairs and renewals account ... 10,000.00

To write off furniture and fixtures account ... 4,958.62

To carry forward to new account ... 10,925.88

By balance brought forward ... \$73,884.50

By Dec. 1906 ... \$67,371.53

Less dividend ... \$48,000.00

Less transfer to repairs and renewals account ... 10,000.00

Less write off furniture and fixtures account ... 4,958.62

By balance brought forward ... \$73,884.50

By Dec. 1906 ... \$67,371.53

Less dividend ... \$48,000.00

Less transfer to repairs and renewals account ... 10,000.00

Less write off furniture and fixtures account ... 4,958.62

By balance brought forward ... \$73,884.50

By Dec. 1906 ... \$67,371.53

## Furniture and Fixtures.

As per last account, \$28,000.87

Since added ... 19,049.75

Installation of Electric Light, as per last account ... 24,000.00

Stock of Linen, Crockery and Glassware, &c. ... 36,931.58

Stock of Wine, Provisions, Household Sundries and Stationery as per inventories ... 26,779.85

Shares in Public Companies ... 17,500.31

Value of Steam Launch ... 1,000.00

Sundry Debtors ... 3,462.61

Licences attaching to half-year to 31st Dec. 1907 ... 1,166.67

Fire Insurance (unexpired premium) Hongkong and Shanghai Banking Corporation (Unshared Dividend Account) ... 2,400.00

Cash in hand ... 2,060.01

\$1,986,253.97

**THE ANTI-OPIMUM MOVEMENT.**

During a long interview the other day Sir J. Jordan, the British Minister, told the President of the Wai Wai-pu that the British Government proposed to reduce the quantity of opium which was being exported to China from India.

According to the average for the years 1901-1905 inclusive, the opium export from India to this country amounted to 75,000 chests per annum, and the British Government would now agree to reduce this quantity by 5,000 chests per annum in the years 1908-1910 inclusive. Then, if the Chinese Government undertook to reduce the production of opium in China in 1908-1910, the British Government would continue to reduce the export from India by 5,000 chests every year.

With regard to imports from Turkey and Persia the Chinese Government may prohibit that trade itself.

The Chinese Government will be allowed to send a special Commissioner to Calcutta to investigate the packing, sales by auction and methods of export of opium in order to find the exact amount of the drug leaving India for China. Calcutta is the principal port in India for the opium trade. It would be a good place for the Commissioner to go to in order to investigate.

The Wai Wai-pu informed Sir John that the Chinese Government intended to levy a tax on all opium, both Indian and Chinese, at the rate of Tls. 255 per chest. The Board also pointed out the difference in strength, in favour of the Indian drug, between the two varieties.

The British Minister then said that the British Government would agree to instruct the British authorities at the various ports to close all the opium dens in the British Settlements on condition that the Chinese Government took effective measures to limit the quantity of opium prepared at the shops, because if this were not done it would result simply in the conversion of the existing opium dens into opium preparing shops, which would be very deleterious to the British Government.

We are informed on good authority that H. E. Jui Shin-yu, the Shanghai Taoist, has dispatched an able and competent magistrate, accompanied by a number of reliable runners, to the villages around Shanghai for the purpose of investigating whether there are any opium dens which have not yet closed in obedience to the proclamations, and if any such establishments are found, the owners and frequenters of them will be severely punished. *Shanghai Times.*

**FOREIGN MERCHANTS IN JAPAN.**

A JAPANESE VIEW.

Referring to the situation of foreign merchants in Japan, the *Osaka Mainichi* observes that the success of Japan in the Japan-China war gave a strong impetus to the development of direct trade by Japanese merchants both in export and import, the extension of the national power of Japan abroad having paved the way for facilities of exchange with foreign countries.

Before the war foreign merchants in Japan had exercised absolute control of the foreign trade of this country, and the Mitsui Company was the only Japanese mercantile firm able to compete with foreign merchants. The result of the direct trade by the Japanese proved more satisfactory than was expected, especially in the import trade. The buyers of foreign goods found it more convenient to give their orders to the Japanese than to buy from foreign middlemen, and consequently they began to give preference to the Japanese, and the attention of foreign middlemen was aroused by the change.

During the decade following the Japan-China war, the business capacity of the middle classes of Japanese merchants notably increased, and made great encroachments into the business of foreign middlemen, and their footing was much strengthened.

The Russo-Japanese war has again largely increased confidence abroad in Japanese merchants, applications for samples or for opening direct business being continually received from abroad. This has, as the *Mainichi* says, greatly facilitated the growth of direct business, and the position of the Japanese merchants has become even more favourable, while that of the foreign middlemen has grown more unfavourable in proportion.

On the outbreak of the financial panic early this year, many Japanese merchants were unable to take delivery of goods contracted for from foreign firms, and this awakened the foreign merchants to the fact that they were unable successfully to compete with the Japanese in import business on account of their closer relations with buyers and the better mutual understanding which existed. Moreover, the Japanese are content with smaller profits, and this has placed foreign merchants in a more trying position in business.

Thus, the only field left for foreigners is the export business. In this field they have to face strong competition, like the Mitsui Bussan, and cannot have things all their way. Cotton yarn one of the principal export commodities of Kobe, continues very firm in the market, and copper in the business of finance and magnetism such as the Mitsui Bussan, Sumitomo, Furukawa and Fajita. It is impossible for foreign merchants to cut down the price of such a commodity as this, so they have been forced to set their hands on marine products, porcelain, matting, rice and tea. The only foreign firms that still maintain their former power are those holding agencies for machinery and other special lines of import goods, and the agents of shipping companies.

In conclusion, the *Mainichi* cited the resolution lately adopted by the Yokohama dealers in *agave* (raw silk) to dispense with the assistance of foreign firms in exporting their silk, which would in future be shipped through the Mitsui Bussan and the Doshin Kaisha, and our contemporary concludes that this event is a mark of increased confidence abroad in Japanese merchants. The *Osaka Journal* adds that if the Japanese merchants advance with the aid of practical and honest methods, it will not be difficult for them to get into their hands the whole of the foreign trade of the country.

## RAUB GOLD-MINE.

General Manager's Report for 4 weeks ending 10th August, 1907.

The mine measurement, and assay results of prospecting work above a total of 577 feet for the period (4 weeks) under review, made up of 57 feet sinking, 10 feet rising, 202 feet driving and 258 feet crosscutting, as against 517 feet for the previous four weeks.

**MINES.** Bukit Komar.—The main shaft has been deepened 18 feet, making a total depth of 93 feet below the 440 ft. level. At 88 feet the 540 feet level opening set of timber has been placed, and the shaft timbered to that point.

440 ft. Level Drive South.—This has been deepened 13 feet bringing the total to 285 feet. The lode 51 ins. wide gives an average value of 131 dw.

440 ft. Level North Drive South on Footwall Portion.—This has been driven 10 feet, making a total of 41 feet. The lode 62 ins. wide assays 5 dw.

The drive from No. 1 winze has been advanced to feet making a total of 29. The lode 42 ins. wide is worth 2 dw.

340 ft. Level North Drive on Hanging Wall Branch.—To this has been added 19 feet, making a total of 123 feet. The lode 48 ins. wide is worth by assay 6 dw.

340 ft. Level North Winze on Hanging Wall Branch.—This has been sunk 14 feet. The lode 41-in. wide averages 12 dw.

240 ft. Level North Winze on Branch from Stope.—This has been sunk 11 feet making total depth 35 feet. This is now connected to the 240 feet level and stoping will be started from it when necessary.

Crosscutting for stoping filling.—177 feet of this work has been done.

Stopes.—The following have been supplying us with Milling Ore:—

Above the 440 ft. level, 2 stopes, lode 91 in. wide worth 33 dw.

Above the 340 ft. level, 2 stopes, lode 69 in. wide worth 53 dw.

Above the 240 ft. level, 2 stopes, lode 63 in. wide worth 5 dw.

**STOPE MINE.** 160 ft. Level Drive South.—To this has been added 25 feet making a total of 426 feet Fourth of Shaft. The lode 59 in. wide averaged 172 dw. per ton. There is a distinct improvement in the width and it shows to be resuming its former dimension.

160 ft. Level Drive North.—This has been driven 31 feet making a total of 145 feet.

160 ft. Level, Drive North, East Lode.—This has been extended from 81 to 85 feet. The lode 48 in. wide is worth 11 dw.

160 ft. Level South Rise.—This has been started to meet the No. 3 winze from surface. With the object of ventilation and preparing stoping faces to feet has been raised.

60 ft. Level Drive South.—This has been advanced 42 feet making a total of 487 feet. The lode 43 ins. wide gives an average value of 12 dw. Driving has been stopped owing to the shallowness of the level. The position of No. 3 winze will enable us to take out the stone without the expense of driving.

No. 3 Winze from surface.—This has been sunk 10 feet making a total depth of 94 feet. Work has been greatly impeded by the quantity of water.

Crosscutting for stoping filling.—44 feet.

Stopes.—Above the 160 feet level, 1 stope, lode 69 in. wide, worth 12 dw.

Above the 60 feet level, 1 stope, lode 42 ins. wide worth 73 dw.

**BUKIT MALACCA.** Crosscut East from Winze in Malacca Hill.—This has been extended 37 feet making total distance 80 feet. In the drive from the stope below No. 1 level 24 feet has been driven, making a total of 39 feet. The lode 47 in. wide assays 12 dw. A winze has been sunk from the No. 1 level and connected to this work and the stope worked from it gives a value of 14 dw. for a width of 4 inches.

No. 2 level South.—From the crosscut east drive have been started north and south, on a bunch of quartz, and have been taken 12 feet and 4 feet respectively. The bunch averages 48 in. wide and is worth 4 dw.

Plant and Machinery.—At Sempam the governor valves in the Turbo Generator have been changed, this necessitated a long stop which accounts for the loss in our milling and the reduced tonnage. Advantage was taken of the stoppage, and the necessary changes made on the Wilfley Tables, these are now working well. The average value of the concentrates for the month is about 23 oz. per ton. The percentage of concentrates recovered on tonnage crushed will be estimated during the current month.

The wearing parts of the Grit Mill in the cyanide works have been renewed.

Milling returns for the 4 weeks are as follows:—

Stamp Working 40 days, less lost time 333 days due to changing governor valves on Turbo Generator at Sempam and clean up.

Ore Milled Komar 2,015.

Stope 986.

Total 3,001 tons, yielding 2,164 oz. of gold.</



## MORRISON CENTENARY.

## MEETING AT THE CITY HALL.

A large gathering of those interested in mission work in China assembled at the City Hall last evening (10th inst.) in honour of the centenary of the Morrison Centenary.

After the preliminary ceremony, H.E. the Governor addressed the gathering.

Mr. Frederick Edward said:—We are assembled here this evening to do honour to one who has given his life and his talents to the service of China. Before I speak to you, I think that it will enable us to get a better sense of proportion and to view the service which Robert Morrison rendered to China in the proper perspective if I glance for a moment at the earlier relations of Europe with China and ask you to remember for a moment his predecessors. It is as long ago as the beginning of the sixteenth century, some 1,400 years ago, that the early Nestorians came to China, being driven from Europe as heretics, and they left their impression on this country in mission work. The first accurate records we have of any mission work in China date from about the beginning of the fourteenth century, and to Italy belongs the credit of having sent the first Catholic missionaries to China in the thirteenth century. These men and their successors carried on the work until about the beginning of the nineteenth century, when Robert Morrison arrived in the field. Sectarian disputes had arisen just before this period, when the Catholics, supported by the Pope, were in antagonism to the more liberal toleration of the sects who were supported by the Emperor Kang-hsi. The result was that a persecution arose and the missionaries were expelled from the country. Just at this moment, when the anti-European feeling was at its height, Robert Morrison came out and landed in 1807 at Canton. He was not the feeling at that time that he was expelled shortly afterwards to leave Canton and to go to Macao, where he remained for some years engaged in literary studies. He did not give up producing an Anglo-Chinese dictionary, until later he was enabled to return to Canton. There among a small circle of followers he devoted himself to literary work until he died in 1834. Now, ladies and gentlemen, I began by saying we were assembled to do honour to the great pioneer and the great founder of missions. In my view it was because, first of all, he was the founder of Protestant missions in China. He was the man who introduced the British missionary influence into China for the first time, the man who laid down the lines—the broad streamlines—of the mission policy followed for many years after his death. It was his policy, for instance, at first to limit mission enterprise to the coastal ports, not to precipitate entry into the interior. Secondly, I think the claim is justified because he was the founder of the medical missions. By dispensaries which he opened at Canton he set the example which has developed into the great and productive and most beneficial, and in my opinion—and I have seen mission work in other parts of the world—there is no higher or finer form of missionary enterprise than the medical. As a result of the Medical Missions College was founded in 1835 shortly after his death. Thirdly, his claim to our gratitude rests on his great literary work. He was the author of the first great Anglo-Chinese dictionary which has formed the basis of all subsequent works since his day. He established printing presses, translated the whole of the Bible into Chinese, and various tracts, prepared a grammar and translated many works of interest; and he wrote a book on the customs and habits of the Chinese which was the first key to the Chinese habits in Great Britain. His enterprise in this direction resulted in the founding of an Anglo-Chinese school at Malacca by a colleague, Dr. Milner, which later was transferred back to China, and after Hongkong became a British Colony, one was founded here. Dr. Morrison stood on the threshold of a new era. His untiring work enabled others to come after him to enter a door which had been closed to himself, and to build upon foundations which he had laid. I think, ladies and gentlemen, that we all stand on the threshold of a new era. During the one hundred years that have passed since Morrison arrived at Canton we have learned a great deal. We stand amazed at the antiquity of the institutions and the learning of China. We recognise the ability of her leaders, and we recognise the industry and the loyalty of her vast population, and we watch with increasing interest from day to day the efforts which she is making to realise her ideal. During that one hundred years, although there have been many misunderstandings, I think we can claim that no nation has been actuated by more friendly feelings towards China than the British. It is therefore with cordial goodwill that we watch now her efforts to create for herself a position—social, moral and political—among the powers of the earth such as she has never had in her proper place. In the path of progress she can always count on British sympathy and assistance if she requires it, and where it may be given legitimately and usefully. (Applause.)

Addresses were then given by Mr. Fuuk U. Tsun, Archdeacon of Hong Kong, and Mr. An Fung-chi, the Chinese speeches being rendered into English by Mr. T. W. Pearce.

The usual votes of thanks having been accorded, the meeting terminated.

## DEATH ON A BANZINE BOAT.

## A SAD AFFAIR.

A particularly distressing affair occurred on one of the ships which trade in benzene. It appears that yesterday, reports the *Singapore Free Press* of 5th inst., while the s.s. *Pachankas* was on her way there the chief engineer, Mr. T. S. Seed, went down into the shaft tunnel to put water on the bearings. Whilst there he was overcome with gases apparently from the ship's cargo, which was benzene, and though several attempts were made to rescue him it was not till three quarters of an hour had passed that he was brought out. He was of course quite unconscious but artificial respiration was resorted to without success. At 12.30 the s.s. *Dornen*, the P. and O. steamer, was sighted and signals were made to her and she sent off a doctor. He could, however, do nothing for the man and he had to pronounce life extinct. The saddest feature about the affair is, as we are informed, that a day or so before Seed had very gallantly gone to the rescue of two men in the bunkers who had become overcome by gas and had brought them out. The funeral is fixed to take place this morning.

The report of Capt. Gordon of the *Burns* is that at 0.50 p.m. the *Pachankas* signalled for medical assistance. At 1.10 p.m. a boat was despatched in charge of the third officer with a surgeon. On the return of the latter he reported the chief engineer, Mr. T. Seed, aged 34, dead from suffocation by benzene gas to call at Singapore to report.

## COLLISION IN THE HARBOUR.

## COXSWAIN'S CERTIFICATE SUSPENDED.

An inquiry into the circumstances regarding the collision between the steam launch *Tai Ching* and the *Pelican*, which took place on the afternoon of the 9th inst., was conducted by Commander Basil Taylor, R.N., Harbour Master, in the Marine Court, on the 11th inst. The collision occurred at 3.15 o'clock, and the force of the impact very nearly capsized the *Pelican*, three of her crew being thrown into the water.

Mr. R. Unsworth, of the Hongkong and Kowloon Wharf and Godown Company, said he was on board the *Pelican* that afternoon. He had left the steamer *Linan*, which was anchored off the Central Market, on her starboard side, and was returning to Kowloon. As the *Pelican*'s bow was clear of the *Linan*'s the *Tai Ching* steamed up from the northward, showing the bow of the *Linan*, and struck the *Pelican* square amidships on her port side. Three blasts were blown by the *Tai Ching* when the collision appeared imminent.

Lung Tai, the coxswain of the *Tai Ching*, said that on the afternoon of the collision he was on his way from Hongkong to Yuen-mai. When the *Pelican* came to sight, the *Tai Ching*, he said, was two lengths off. Witness went full speed astern. Witness explained that the reason he steamed so close to the *Linan* was because there was another launch—the *Shing Lee*—approaching him dead on.

The Court held that the *Tai Ching* was at fault. She should have eased her engines before approaching so crowded a corner of the harbour. The coxswain's certificate was suspended for a month.

## HONGKONG GYMKHANA CLUB.

## FIFTH MEETING.

The programme of the fifth meeting to be held at the Happy Valley, on Saturday, 5th October (weather permitting), is as follows:—

1.—3.00 p.m.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China ponies. Each weight at 10st. 6lb. Winners of an open race of open griffins race 5 lb extra. Non-winning subscription griffins allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races 1 for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup will be presented by Commander R. H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

2.—3.20 p.m.—ONCE ROUND FLAT RACE.—For China ponies which have run and not won at gymkhana meetings this season. Weight for inches as per scale. Subscription griffins 10 lb. 6 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented. 2nd prize: \$5. (Entrance fees to go to winner). In the event of there being less than five entries 2nd prize \$15.

3.—3.40 p.m.—LADIES' NOMINATION RACE.—Gentlemen to start dismounted at a given point. On the word "go" mount and ride over a paper "water" jump to their remounts which will in the meantime have been given hats to trim. Gentlemen will dismount shortly before reaching their remounts. When hats are trimmed ladies will assist gentlemen to put them on. Gentlemen will then mount and ride home over a course which will be indicated and which will include a paper hurdle and through a screen. Hats and trimming will be provided by the Club. Time limit for trimming 4 minutes. Points for pace and hat trimming. Hats must be worn when passing winning post and if dropped or knocked off en route must be picked up. Any competitor backing or siding his pony over or through any obstacle will be disqualified. No whips or spurs allowed. Entrance fee \$3. For 1st and 2nd prizes presented by the Club. Post entries will be accepted for this event.

4.—4.10 p.m.—FIVE FURLONGS FLAT RACE.—H.A. DICAP.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee 15. 1st prize: A cup presented. 2nd prize: \$15. (Entrance fees to go to winner). In the event of there being less than five entries 2nd prize \$5.

5.—4.30 p.m.—TENT PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, C.B. For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two gymkhanas this season to count marks scored by them at this meeting towards aggregate only. Penalties presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two gymkhanas meetings this season. Entrance fee \$3. A memento presented to the 1st and 2nd. Post entries.

6.—5.00 p.m.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee 15. 1st prize: A cup presented. 2nd prize: \$5. (Entrance fees to go to winner). In the event of there being less than five entries 2nd prize \$15.

7.—5.20 p.m.—ULTRA-POLTA FLAT RACE.—About 350 yards. For China ponies. Ponies will be drawn for and will be ridden by riders drawing the corresponding numbers to those of the ponies on the programme. Drawing will take place on the course in front of the Judges' Box immediately before the race. The owner of the first pony home to give the rider \$5. Rider of last pony to give the owner \$5. Entrance fee \$5. Prize presented. (Entrance fees to go to winner). A memento will be presented to the rider of the last pony. The "Presented Prize" will go to the rider, the entrance fees to the owner of the first pony. No competitor may ride his own pony—if by chance he draws his own pony he must exchange with some other competitor. No whips or spurs allowed. The committee of the Gymkhana Club reserve the right to refuse the entry of any pony which they may think unsuitable for this race. Post entries will not be accepted for this event.

## THE S.S. "HANON".

## COMPLETES QUOTIN VOYAGE.

A conspicuous vessel among the shipping in the harbour this morning was the *Hanon*, of Messrs. Marty & Co. Dressed in honour of the occasion and displaying the figures "400" on the stay between the masts; this familiar coasting steamer of the Hongkong-Haiphong line completed her four hundredth voyage to-day. For the past thirteen years the *Hanon* has been profitably employed on the run between Hongkong and Haiphong, and during the past seven years she has been continuously under the command of the well-known and popular skipper Capt. P. Meiles, who had left the *Pelican* that afternoon. He had left the steamer *Linan*, which was anchored off the Central Market, on her starboard side, and was returning to Kowloon. As the *Pelican*'s bow was clear of the *Linan*'s the *Tai Ching* steamed up from the northward, showing the bow of the *Linan*, and struck the *Pelican* square amidships on her port side. Three blasts were blown by the *Tai Ching* when the collision appeared imminent.

In the whole course of the 400 voyages which the *Hanon* has made it is remarkable how few have been the accidents that have befallen one of the pioneer vessels to be engaged on the Southern Coastal trade. We believe the only two instances wherein the *Hanon* came to grief were previous to Capt. Meiles' command. On one occasion the steamer ran ashore in Haiphong Head and on the other she grounded on the Hainan Banks. Capt. Meiles has for his officers Mr. C. Zerk as chief, and Mr. C. Hansen as coxswain, the engine room staff consisting of Mr. Reiten, Mr. Ewen and Harry. Continued prosperity to the s.s. *Hanon* is pledged with wine by those on board this morning.

## SANDAKAN SHIPPING.

## CHINA BORNEO CO.'S SHIPWAY.

Attached are the returns of shipping entered in, and cleared from Sandakan Port, during the year 1906, contrasted with those of the year 1905. The gross returns of shipping entered show an increase of 8,574 tons and of shipping cleared 7,215 tons. The chief parties to this increase were (1) German ships, more trips done by the regular vessels, (2) British local coasters, the same, (3) The *Ulu* being in commission throughout the year, and (4) Men of war, a larger tonnage entering. The only outside vessel which came in was the *Rajah* from Hongkong, and as she was merely substituted for the *Hanon* for one trip, she can hardly be counted out of the regular run. The American schooner *Perkins* came in for her usual annual overhauling on the Shipway.

Foreign men-of-war and Government vessels consisted of British 8 American, and 1 German. Their calls were mostly cruising, and their names are subjoined to the statistics. All entered the harbour with the exception of the S. M. S. *Furst Bismarck*, her deep draught not allowing a sufficiently safe margin to cross the outer bar.

The Government cruiser *Petrel* was kept busy on service work all through the year, doing a mileage of about 11,000 miles on 25 trips between Sandakan, and the East and West Coast ports and stations. The *Petrel* was also engaged in the overhauling of buoys in the Sound and Rock near Tawao, a new buoy on the Hailian South Danger, and re-painted some of the buoys in the West and South Bangleys channels.

General statistics for the Harbour Department during the year under review show the following:—

Registrations under the *Sabah Flag*—14 Fishing boats, 3 steam launches, 2 lighters, and 1 sloop; 20 vessels in all.

## TRANSFERS OF BOATS.

The steam launch *Proyer* of the China Borneo Co., to the *Bahia* Co., the name being changed to *the Bahia*. The pearling lugger *Harap* was sold to a trader in the Sulu Islands.

## NEW BOATS BUILT.

The China Borneo Co. launched 6 vessels, viz., 2 lighters and 4 steam launches, their aggregate tonnage being 524 tons. They were all to the order of local companies, with exception of 1 lighter for their own use.

The North Borneo Trading Co. launched 3 ton-luggers of the following dimensions, viz.: 2 of 20 ft. length, 20 ft. beam, and 8 ft. 6 in. depth, with an approximate net tonnage of 105 tons. These vessels were built to specification for the British Borneo Exploration Co., for the express purpose of shipping mangroves or.

The Chinese firms constructed 8 new junks, all for fishing purposes.

## SLIPWAY.

26 vessels were cradled of a total tonnage of 3,500 tons.

## DEEP SEA FISHERY.

57 junks and 11 ton-luggers, of a gross carrying capacity of 4,685 piculs. The respective owners admit to a catch of 39,000 piculs, but this figure is really far below the mark, the total catch exceeding that of 1905. 4 junks were broken up as unseaworthy and unfit for further use, and 2 junks were stolen and taken to Bulungan.

## SERVANTS IN TROUBLE.

## CONVICTED AT THE POLICE COURT.

Mrs. Maria F. Neves, who resides with her family at the Cosmopolitan Dock, prosecuted her amah—Chan Kwan—and the house coolie—Chan Fook—at the Police Court, last Tuesday morning, before Mr. C. A. D. Melbourne. The amah was charged with disobeying lawful orders and assaulting complainant; while the house coolie was charged with "using abusive language" to answer. Prosecutrix stated that on Monday afternoon she gave orders to the amah to take her child down to the lawn. A game of tennis was then in progress. The amah refused to obey the order and when asked her reasons said she was "not going to be ordered about by complainant or her children." By this time the amah was in a great rage and, seizing Mrs. Neves by the shoulder, she shook her and flung her on a bed. Here the house coolie interfered. Holding a bowl of rice in his hand, he approached complainant and, raising his fist on a level with her nose, threatened "to punch the lady if she did anything to the amah." The disturbance continued until the arrival of the police when the pair were locked up at Sam-shui-po Station.

The amah said she was a washerwoman and was not supposed to look after children. She did nothing to her mistress but being an amah she had to be chastised. Asked if she had any witnesses the amah replied that "they were in the interior." The coolie did not know why he was arrested. He was only acting as a "peace-maker."

His Worship fined the amah \$5 and the coolie \$5.

## THE "TARTAR" STOWAWAY CASE.

## DECISION OF THE COURT.

Mr. F. A. Hazeland, in the Police Court, last Wednesday forenoon, handed down his decision in the *Tartar* stowaway case. This case, readers will remember, was that in which fourteen farmers were charged with stowing away on board the *Tartar* in June last, thereby defrauding the C. P. R. Company; and five of the crew with aiding and abetting the stowaways.

Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the prosecution. Mr. Edgar Davidson, of Messrs. Hastings and Hastings, and Mr. O. D. Thomson represented six of the stowaways, whilst Mr. P. W. Goldring, of Messrs. Goldring and Barlow, Mr. R. S. Harding, and Mr. H. K. Holmes defended the aiders and abettors. Inspector Kerr, of the Water Police Station, watched proceedings on behalf of the police.

Before the Court had delivered the decision in the case, Mr. Harding said he had a few remarks to make on behalf of his two clients who were in a different position, inasmuch as they pleaded guilty when arrested and had not withdrawn that plea as some of the others did. His clients had been refused bail—except they were required to put up between \$3,000 and \$4,000, which in their position was impossible. In their position, he wished to call the Court's attention to this. The men on pleading guilty should have been sentenced straight away. This was not done. Instead, they were kept in goal for nineteen days; they were called as witnesses for the prosecution, and Mr. Harding considered it unjustifiable. Unless the prosecution had intended to ask for his clients' release they had no right to call them to the box. Therefore he would ask for their discharge.

His Worship reviewed the evidence shortly, commenting on it as he went along. He discredited the evidence of the carpenter and the No. 1 cooper. As regards the stowaways he said that their evidence was given in a very clear manner. They had suffered hardships; they had no idea when going on board beyond that they were going abroad, but they must be punished. The carpenter and the No. 1 fireman were discharged. The boatswain, the fireman and the partyman were convicted and sentenced to nine months' imprisonment. All the stowaways were fined \$100 each, with the option of two months' gaol.

## THE PRICE OF RICE.

## HIGHEST FIGURE EVER KNOWN.

## THE SPECULATORS REJOICING.

As we have repeatedly pointed out of late, the speculators in rice have been allowed to have matters pretty well all their own way, forcing up the price of the staple food of the country to the famine limit when all the conditions were favourable, and thus increasing the cost of living for all classes.

Now, as the result of the flood, and when thousands of the poorer classes are destitute, the price has advanced proportionally, and the quotations are higher than has ever been known before. Instead of being in the region of from 15 sen to 17 sen per *sho* as might have been anticipated, the retail price in Kobe has advanced to 21.1 sen for the first quality, 20.5 sen for the second quality, 19.2 sen for the third quality, and 19.7 sen for the fourth quality. Unless the Government takes some steps soon to stop this gambling in the people's food, it will find that it will have to feed the sufferers itself, and worse consequences than that may follow.—*Japan Chronicle*.

## CHANTABOON: ITS UTILITY.

## ITS COMMERCE.

When we mention the name, Chantaboon, we think of the region itself, its environs, suburbs, etc., as well as of the political events which have transpired in Siam during the last fifteen years. In fact, the only ideas that may present themselves in the beginning.

Up to the present, Chantaboon has attracted little notice in any other way. Its resources, we mean those of the provinces, are little known, and have hitherto been practically ignored. The Annamites, Siamese, Laos and Chinese residents there, have remained indolent with regard to business possibilities, so much so that at Pakman or Chantaboon they found little means of erecting small shops where French soldiers, Annamites and Siamese would come and buy the necessary provisions for Bangkok to last for the day. Such shopkeepers, however, found an easy means of living during the last fifteen years, on such custom, but now when a happy arrangement has been made between France and Siam, they realize that the easy time is finished, as shopping in provisions, etc., will necessarily become very slack, owing to the evacuation of the French garrison and other reasons, which will oblige many of those living on retail business to seek other means of livelihood.

Some have taken the Paris route, approaching Battambang and Sisophon thinking that they could continue the same lines of business in such places. Others have clung to Chantaboon, through business, property and family ties, and have begun working in different callings, among which may be mentioned pepper growing, rice planting, matmaking, farming cattle, mining in the gold, ruby and sapphire fields, fishing along the coast of Koh-si-Chang and turtle rearing.

It must be mentioned, however, that Bangkok is in poor communication with Chantaboon. Look at the big launches that ply between the city and Pakpetch, Paknam, Bangkokee, and other places, and you will find that they are making regular calls while at the same time affording very cheap rates of transport, and even with so many boats a very profitable business is done.

At Chantaboon, of course, the river is not to be compared with the Menam or Bangpakong river. That is why all the boats engaged in the service from Bangkok drop anchor at Lampadon, about two kilometers below Paknam, where all the Chinese merchants come and sell their merchandise which they had previously bought in the country districts. It is from Lampadon that red lime for betel, etc., is brought to Bangkok. No steam-launch service exists at Chantaboon. Formerly the Messageries Fluviales of Cochinchina had an agency at Chantaboon, and we cannot understand the motive of its suppression.

We are persuaded that with such a big capital as the Messageries Fluviales command, a very complete service could be formed between Bangkok and Siam, and to and from Chantaboon, and having already an agency in Bangkok, the Company could do a very profitable business with some launches and cargo boats plying between Bangkok and Chantaboon, while at the same time rendering very great service to the inhabitants of Chantaboon, Krati, Pailin, Koh Kram, Panat, etc., which up to this date only political events have made known.—*Siam Free Press*.

## ACCIDENT ON A STEAMER.

## CHINAMAN PINNED TO SHIP'S SIDE BY PIECE OF TIMBER.

A most unfortunate accident, and one which might, perhaps, terminate fatally, occurred last Tuesday afternoon on board the Indo-China Company's steamer *Fausang*, then anchored off Kellat Island. From particulars obtained at police headquarters, it would appear that shortly after the fifth hour one of the ship's hands—a Chinaman—was ordered below to clean out one of the holds. At the time of the man's descent—a number of labourers were engaged in removing some pieces of timber which were lying near the hatchway, over the hold into which the coolie had descended. Up to now the work was being carried out satisfactorily, but in removing the last piece of wood—a plank measuring some twenty feet long and weighing about two hundred weight—the labourer, somehow or another, allowed it to fall, it is alleged. The plank dropped into the hold with a fearful thud, and in falling over, the deck hand, who by that time had nearly completed his work below, was struck on the chest and pinned to the side of the ship. The work of getting the unfortunate man to the deck was that of a few minutes. Then, after temporary treatment, an ambulance was sent from the Central Police Station and the injured Chinaman taken to the Government Civil Hospital, where he now lies in a precarious condition.

## THE LATE MR. F. W. HAMMOND.

The funeral of Mr. F. W. Hammond, R.N., ex-instructor to the Japanese Navy, took place at the Nivama Cemetery, Tokyo, on the 28th ultimo, reports the *Japan Gazette*. Admirals Ito, Yamamoto and Saito and other Japanese naval officers sent floral tributes. His death took place at Karuizawa at 5 p.m. on the 25th. He was born in England in 1841. The deceased leaves a widow and a son, a Paymaster-Lieutenant, R.N. The late Mr. Hammond was one of the British naval instructors engaged by the Japanese Navy in 1873. He had been lately in service at the Mercantile Marine Bureau of the Communications Department. Some time ago he was granted the Fifth Order of the Sacred Treasure and an annuity of ¥400. Prior to his death, namely, on the 23rd ult., Mr. Hammond was further decorated by the Emperor with the Order of the Rising Sun. Admirals Yamamoto, Togo, Dewa, Shimamura, Saito, and others were instructed by Mr. Hammond in respect to gunnery. His death is deeply regretted, especially in the Imperial Navy.

## THE BRITISH SQUADRON AT NAGASAKI.

## NAGASAKI.

The *Nagasaki Press* states that six British destroyers—the *Virgo*, *Whiting*, *Handy*, *Flari*, *Otter*, and *Fame*—arrived at Nagasaki on Sunday morning, 1st inst., and are moored off Inasa. The armoured cruisers *King Alfred* (4,100 tons) and *Kent* (9,800 tons) entered the harbour at 3 p.m. on Monday, and are moored off Akumatsu. About an hour later, the dispatch vessel *Aurora* (1,700 tons) also arrived. The flag of Vice-Admiral Sir Arthur Moore (Commander-in-Chief of the China Squadron) was flying from the *King Alfred*.

We do not know, our Nagasaki contemporary remarks, the cause for the large vessels being given berth so far up the harbour, but we are sure that the officers and men will appreciate the courtesy and that it will not interfere with merchant shipping. It is to be hoped that, whenever possible, all foreign warships visiting the port will be similarly accommodated.

## THE SALE OF TRANS-PACIFIC STEAMERS.

## TACOMA REPORT DENIED.

Mr. Frank Waterhouse, vice-president of the Boston Steamship Company, and operating agent for the liners *Tremont* and *Shawmut*, has denied a story sent out from Tacoma to the effect that the Pacific Mail is negotiating for the purchase of the two Oriental steamships.

There has never been any secret about the fact that we have wanted to sell these boats," said Mr. Waterhouse, as reported in a Seattle paper, "but there are no negotiations on with the Pacific Mail, and we do not expect any. We will continue to operate those steamships on the Oriental run so long as we have them, and our company has no knowledge of any immediate opportunity for disposing of the vessels. The agitation of the story that we intend to sell the vessels cannot do any good and it only provokes a detail."

he dispatch from Tacoma reads:—"Negotiations are believed to be in progress for the sale of the Boston Steamship Company's *Manila*, *Liners Tremont* and *Shawmut* to the Pacific Mail Steamship Company, for use in the Harriman line from San Francisco to the Orient." William Chisholm, superintendent of engineers for the Pacific Mail Company, accompanied by Robert Creighton and Capt. William Kidston of San Francisco, arrived in the city yesterday and during the day made complete inspection of the big liner *Tremont* as she lay at the Oriental Dock. Utmost secrecy surrounds the negotiations. When seen last night on board the *Tremont* the men flatly denied knowledge of any pending deal and even refused to tell their official titles, avowing that they are merely on a pleasure trip.

## "HOOLOGANISM" IN KOBE.

## A WOMAN ATTACKED AT SUWAYAMA.

"Hooliganism" has not yet been stamped out in Kobe. At about 4.30 o'clock on Monday morning, says the *Japan Chronicle* of 28th ult., a woman, aged 29, the wife of a man named Arai Ippai, living at Saonmiya-cho, went up Suwayama to worship at the Inari temple. She had proceeded half way up the road on the hill when a man of the coolie type, apparently 24 or 25 years of age, suddenly appeared and made complete inspection of the big liner *Tremont* as she lay at the Oriental Dock. Utmost secrecy surrounds the negotiations. When seen last night on board the *Tremont* the men flatly denied knowledge of any pending deal and even refused to tell their official titles, avowing that they are merely on a pleasure trip.

## THE DES VOUX ROAD MURDER.

## ONE MAN HANGED.

Tam Tu, the coolie, who with two others was convicted at the Criminal Sessions recently and sentenced to death for the murder of Lo Pak Chung, late farmer in charge of Messrs. Watson and Company's arsenic water factory, in Des Voux Road, on the 21st July last, paid the extreme penalty of the law in Victoria Gaol, early this morning. The sentence of the other two coolies, we understand, has been commuted to penal servitude for life.

## SIR ROBERT HART.

## PROCEEDING ON HOME LEAVE.

In reference to our special telegram from Shanghai last week, the following paragraph from the *N. C. D. News* adds further particulars to the cable message:—"We learn on trustworthy authority that there is strong probability that Sir Robert Hart, C.M.G., the Inspector-General of Customs in China, will be seen in Shanghai early in October, although on his way to make a long deferred visit to Europe. During his recent stay at Peltah he cut short to return to Peking at the close of August. Sir Robert Hart was under doctor's orders which curtailed his movements considerably. In fact his health for some time has been such as to make a complete change and rest desirable. Sir Robert Hart entered the Consular Service in China in 1849, and has been Inspector-General of Customs since 1883. A visit to Europe has been talked of for many years, but the great responsibilities of his post have hitherto proved too strong for him to put it into execution. There is no one in China but will wish him a speedy return to sound health, and if it may be so, the Far East.

## ACCIDENT TO A N. Y. K. STEAMER.

## SHANGHAI DOCK CO. TO THE RESCUE.

The N. Y. K. has received a telegram from the Commander of s.s. *Shinko Maru*, their chartered vessel, dated Wenchow, and, in effect, that on her way from Takao she commenced to leak in her bottom and consequently was put ashore at Bullock Harbour near Wenchow. The telegram states that there is every hope of her being salvaged, and a salvage party is being despatched by the Shanghai Dock and Engineering Co.—*Shanghai Times*.

## THE SPY SCARE IN JAPAN.

## HOME MINISTER'S INSTRUCTIONS.

In pursuance of the recent instructions of Marquis Saionji, Premier, in regard to the intercourse between this country and Russia, Mr. Hara, Home Minister, has given instructions to local Governors to the following effect:—"Since the assassination of Mayeda Seiji, on the suspicion of being a Russian spy, it is known that threatening epistles have been addressed to Russians residing in different parts of Japan, and in the worst cases the offenders have gone so far as to attempt to attack them personally. Now peace has been made and diplomatic relations between the two countries have been restored to the former friendly and cordial state, increasing in intimacy, and the new Agreement has been concluded. If such false and inciting reports be allowed to be published in the newspapers to the extent practised at present it will not only cause offence and annoyance to the Russian residents in Japan, but diplomatic relations between the two countries will be greatly affected. Any journal publishing unscrupulous reports and articles inciting to interference with Russian residents in Japan should be specially cautioned, the masses should be guided to act in such a way as to assist towards increasing the cordiality of diplomatic relations and thus help to realise the object and aim of the new Agreement.

## THE NEW CHINESE CABINET.

The following will be the composition of the proposed new Cabinet, as the first step to a constitutional Government: His Imperial Highness Prince Su, Viceroy Yuan Shih-kai, Viceroy and Grand Secretary Chang Chih-tung, and Grand Secretary Shih Shu (an Imperial Chamberlain) on three, Manchukuo, Chang Hsi Imperial Highness Prince Chun (the Emperor's brother) who was to have a seat also in the new Cabinet, because he is the father of the proposed Heir Apparent, will have to resign all claims to a seat, as he is too high in rank for the position.



**SUPPOSED LEADER COMMITTED TO GAOL**

There is no provision in the Treaty of Extradition of 1888 with respect to political offenders, but Section 4, sub-section 3, of the Ordinance affords absolute protection to political offenders, subjects of China, from rendition, and, moreover, a principle of international law at a person whose extradition has been obtained cannot be tried for any crime but that the crime was committed in the country. This principle is now incorporated into every extradition treaty and affords absolute protection political offenders. In Sir Edward Chamber's treatise upon the law of extradition there is the following note on "political offences" at page 257 of the appendix:—"With regard to political offences there is no great difficulty. It should be provided that no surrender should be demanded except on the declaration of the Minister of the foreign Power, that the fugitive is charged with a crime which is not a crime of opposition used against him and so other. If treaties are made there are abundant models of a clause which would protect political offenders from rendition." As to the present case there is no evidence before me to warrant my coming to the conclusion that the requisition for extradition is made with a view to punish the defendant for an offence of a political character. The suggestion by the defence was really not made to punish defendant for a political offence, but to prevent a political character amounts to an allegation that the said demand for extradition was not made in good faith nor in the interests of justice. Apart from the fact that there was nothing in the evidence to support such a suggestion it was decided in *Re Arton* (1896, 1 Q.B. 188) that such an allegation enters into the political aspect of extradition and it is not com-

acted as they are important, but the suggestions made above arise upon the face of the enactment."

In order to constitute an "offence of a political character," there must be two or more parties to the crime, the crime must be committed in the hands of the government or its agents. Mr. Castioni on this point is as follows: "If the crime be such that in order to bring the case within the words of the Act and to exclude extradition such an act as murder which is one of the offences of extradition offences it must at least be shown that the act is done in furtherance of the crime, and that it is done with the intention of assistance, or of the commission of a crime, or of the perpetration of a sort of overt act in the course of the crime, in a political matter, a political rising or rebellion, or in the course of a political state as to which it is to have the government in its hands, and that the crime is committed in the course of the crime it can be brought within the meaning of the words used in the Act." The decision Cave J. gave in the case of *re Messiner* (1894, 2 C. B. 5) on this point is as follows:—"It appears to me that in order to constitute an offence of a political character, there must be two or more parties in the state each seeking to impose the government of the state on the other, and if the crime be committed on one side or the other, the purpose of the object is that it is a political offence, otherwise it is not." In the present case, concluded Mr. Harland, there were two parties in the state each seeking to impose the government of the state on the other. I am therefore of opinion that the rising or disturbance in which the defendant was concerned cannot be described as an offence of a political character, but in the meaning of the words used in the British Extradition Ordinance, 1893. The

VICEROY YUAN AND THE  
WAIWUPU.

total of emotion has clearly been an undeniable conviction that something solid must be done, and quickly. Viceroy Yuan's policy is clearly indicated in the memorial which he sent to the Throne during his short period of sick leave at the close of July: it commends a National Assembly, local and provincial councils, education, and the reformation of the empire's finances. The memorial was presented to the Throne when it was read at the Grand Council, by Prince Chun, the Emperor's eldest son, and it was the only memorial of the sort; and not substantially different from the other memorials of Viceroy's Tuan Fong and Chang Hsiang-shan, which have combined with it to bring about the present consultations at Peking. In the circumstances, and the remedy for China's malady being internal and not external, it is curious to find His Excellency Yuan promoted to the Ministry of Affairs, and not to the Ministry of Revenue, a belief in various quarters, that the President of the Viceroyalty will remain longer at Peking than it is necessary for the inauguration of a new régime. Certainly there is a strong desire at Tientsin to keep him in the provincial capital as was evinced at a representative meeting of the gentry and merchants of the district when the proposal to call him to Peking was first mooted, and as shown in the Tientsin letter which we publish today. From this point of view His Excellency Yuan has been appointed to the Wai-shan post in order that he should not be necessary *locus standi*. But whether his stay at Peking be long or short, it can hardly be doubted that his influence will be felt as much as his presence. He is apparently veiled in the united functions of a Council, as when it shone in the splendid illumination of the Viceroy.—*N. C. D. News.*

## TRIAL OPENED

41. Arriving at the junction of the Sam To  
42. (Hill) and Water Street witness saw a number  
43. of men standing on the dark side of the road.

Yokoyama line, ¥500,000 for the Nippon line,  
and ¥100,000 for the Kyoto and Hankoku  
R.R.

STATEMENT BY THE DIRECTOR OF THE  
PATENT BUREAU.

- \* Winner of Captain's Cup.
- \* Winner of May Cup.
- \* Winner of Pool.

## REGIMENTAL AQUATIC SPORTS.

Winner of Pool

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26



## THE CANTON FIRE.

## HUNDRED HONGS GUTTED.

FOREIGN INSURANCE COMPANIES INVOLVED.

[From a Correspondent.]

Shameen, 10th September.

Shortly after three o'clock this afternoon a fire broke out in Tung Hing Street, in the business quarter of the Chinese city. From present reports it is learnt that the outbreak commenced in a kerosene store. Owing to the inflammable nature of the contents of the building the flames soon obtained an overpowering hold of the premises, and before long it could be seen that the premises were doomed to total destruction. The adjoining buildings, which were threatened upon the first outbreak, became soon enveloped in flames also. Within an hour of the alarm being raised, the whole neighbourhood was in a state of great excitement, bordering almost on panic, as it became evident that almost the entire street would be consumed by fire. The worst fears were unfortunately realized. The wealthy hongs and first-class native stores in Tung Hing Street were involved in the conflagration, and before the terrific blaze, which was burning with ferocity rapidly, could be put under control, the buildings of the "Sapam Hong" had become ignited and were subsequently gutted. For four hours the fire burnt continuously and was ultimately controlled by seven o'clock in the evening, not before some ninety to a hundred hongs, however, had been gutted. The loss incurred in merchandise and property destroyed cannot yet be estimated, but a rough guess might place the figure at a conservative estimate of not less than half a million dollars. Several foreign insurance companies have interests in some of the buildings destroyed, and it is understood that Messrs. Stenhouse & Co., whose agents have a controlling business in the insurance of policies in Canton, may have to meet a few claims. It is to be hoped that the loss to be met by the foreign companies will not aggregate a large sum.

## FURTHER PARTICULARS.

[From Our Own Correspondent.]

11th September.

On Tuesday afternoon I reported to you, briefly, by telegram, the outbreak of a fire which takes rank with one of the most destructive conflagrations in Canton within recent years. The fire started at about half past three o'clock, and after about half an hour had reached the street leading from the wharf of the Hongkong, Canton and Macao Steamship Company. The flames raged very fiercely for several hours and spread rapidly over a very large area. A dense column of smoke caused by the burning of kerosene stored in some of the buildings could be seen at a great distance, curling in the sky, with frequent tongues of fire leaping high in the air. The various fire brigades were at once on the scene, but owing to the antiquated appliances at their command they found their task beyond their control. The hand-pumping engines on the river bank furnished only a very poor pressure of water. At one time it was thought that the fire could not be controlled and that a very large number of the houses in the vicinity would be consumed by the flames. After about one and a half hours' burning, the water from the engines appeared to produce some effect on the flames, for white smoke, instead of black as before, could be seen rising in the northern portion of the burning area.

The fire could not be extinguished until very late—about nine o'clock, in spite of the prompt and valuable assistance rendered by the different fire brigades.

At 9.40 p.m. the fire started afresh in the same place and a few more buildings were burnt to the ground. It has been considered on all sides that it was very dangerous to have such large quantities of inflammable oil stored in premises in such a densely populated quarter of the city, but after this disaster it is to be hoped that steps will be taken for the removal of these stores.

Statistics have not been compiled of the exact number of buildings burnt, but it is ascertained that not less than fifty hongs have been completely gutted. Another estimate figures the number of houses destroyed at approximately one hundred.

About two-thirds of the shops in Tung Hing Street deal in kerosene oil, and it is considered fortunate that the whole street was not consumed instead of a large part of it at one end. During the conflagration, the Acting Provincial Judge, Kung, and some police and other officials were present on the scene, with troops to keep guard in case of emergency.

It is reported that many of the buildings in this locality have not been insured, as the risk is considered by the foreign insurance companies to be too great. It has long been feared that disastrous results would follow should a fire break out in this locality.

## THE SHANGHAI MOT.

## THE QUESTION OF INDEMNITY.

Arrangements have been concluded in Peking between Sir John Jordan, British Minister, and a certain high personage, for the settlement of the question of indemnity in connection with the Riot in Shanghai on the 18th December, 1905. Under these arrangements the personage in question will pay £15,000 out of his own private purse to indemnify British subjects for loss of damage suffered, and if the balance is not sufficient the balance will be paid by the Chinese Government. It is reported that H.E. Viceroy Tuan Fang strongly disapproves of this settlement. *Shanghai Times.*

## CHINESE STUDENTS IN JAPAN.

## THE CAUSE OF THE DECREASING NUMBERS.

It is stated that the Chinese students in Japan are decreasing in number. This is attributed by a certain Chinese resident in Tokyo to the attitude taken by the Chinese Government, which is endeavoring to put a check on more of these students coming to this country, and also to the attitude adopted by the Japanese schools toward the Chinese students. This authority points out that the Government schools show a tendency to regard the Chinese students as a burden, while the private schools are excessively eager to obtain money from them, and if not endeavoring to extort money, are invariably working for the interests of Japan only, entirely ignoring the interests of China. For this reason the Chinese students have any feelings of gratitude towards the Japanese even after many years' study in Japan. On the contrary they have only antipathy for the Japanese. It is these students, who, on their return to China, strongly advocate anti-Japanese principles in the Chinese Government. At the first sight, the matter would seem trivial, concludes this authority, but in reality it is not so. These students are all to occupy responsible seats in the Government in future, and if the present attitude of the Japanese schools toward them is not rectified, Japan will be placed in a disadvantageous position in her diplomatic relations with China. *Japan Chronicle.*

## EDUCATION IN CHINA.

## GENERAL REGULATIONS.

## IMPERIAL EDICT.

[Translated for the "Hongkong Telegraph."]

Following is a translation, in part, of the Edict of Emperor Kwong Su, dated the 29th year, 11th month, 28th day (15th January, 1904) relating to China's educational system.

China in her present situation, has a great many difficulties to face. To educate the people is the essential thing at this time. I have commanded Chang Chi Tung together with the National Board of Education to examine carefully and to revise the regulations of all the schools and report to me. They have done so, and have reported in memorials dividing the various regulations into classes. We find the regulations to be quite satisfactory, and now we command that these regulations shall be enforced gradually. If any changes need to be made in these regulations, order in the duty of the two officials already named to agree upon the alterations necessary and report to me. As to their recommendation that the old system of examinations be gradually diminished and in future students be graduated from the schools after examination by the Viceroy, Governors, Provincial Examiners, or by a special examiner appointed by the Throne, the purpose being to combine the system of schools with that of examinations; this we find to be in the interests of the student class, enabling them to acquire established and practical knowledge. We therefore decree that, beginning with the 2nd year (1905) of our reign the number of persons receiving the first, second and third degrees as the result of examination shall be gradually diminished at each successive examination according to the proposal of these memorials. This shall continue until the different grades of schools shall be completely established in all the provinces and these shall show some degree of success, after which the examination system shall be entirely abolished. From that time degrees will be given only through the schools, and the method of conferring these degrees will be determined in subsequent edicts. We order the Viceroys and Governors of all the provinces to direct all officials under them to establish schools in the various districts and to persuade and encourage the people to extend this system and to open schools for themselves. These schools, no matter whether opened by the government or by the people themselves, must follow the instructions of the edicts, and must not go beyond bounds, and must not vary from the direct course. They are forbidden to form bad habits, and run into wrong paths. They must strictly attend to the course of study, and must not be satisfied with superficial knowledge, or with the name (of learning) not having the substance. In this way "Teaching and Learning" will be a mutual aid" so that the student will become an all-round man, perfect in virtue and in knowledge, ready for the service of his country. This is our anxious hope. This is to make the matter known.

## MEMORIALS.

Here follow five memorials to the throne from Cheung Pa-Hi, Wing Hing, and Chang Chi Tung, the matter of which is not of sufficient importance to warrant their being produced at length.

The first is a general explanation, and a comprehensive survey of the scope of the system of education outlined by the memorials, who were a committee appointed by the throne for the purpose of formulating such a system.

The second is a proposal that mature scholars and officials be encouraged to go abroad at their own expense for study and for travel and observation.

The third proposes that, instead of the President of the Imperial University at Peking, having charge, as formerly, of all schools throughout the country, a separate Chief of Education be appointed to have general charge of all schools throughout the Empire, and the duties of the President of the University be restricted to the oversight of that one institution.

The fourth deals with the question of discipline in schools and with the character of the Chin Shih Colleges, and gives a list of the twenty subjects dealt with in the eight volumes of the regulations.

The fifth begs that the selected candidates at the examination be gradually diminished in the case of the Chin Shih and Chu Jin examinations by the number for each of the three periods successively, and in the case of the Siu Tsi by 4 for four periods, after which they shall be discontinued altogether.

## GENERAL INTRODUCTION.

Schools and colleges outside of Peking, whether military or civil, must obey the edict of the Emperor requiring them to train students in uprightness and thorough scholarship. They must follow the example of the schools in the three dynasties whose aim was to teach selected young men virtue, conduct, doctrine, and professions, which they regarded of equal value. The various provinces in establishing schools must emulate this standard. Beginning with the youngest pupils in the elementary schools the teacher shall at times use approved methods of instruction to secure in their pupils proper reverence for their parents and obedience to the rules of the school. The teachers must strictly suppress false and unsound doctrine and bad literature so that students of the future, whether they become scholars, farmers, artisans or merchants, shall first be patriotic and, secondly, capable of supporting themselves, so as not to disappoint the Government's earnest desire in establishing schools. Schools in foreign countries, besides imparting physical and intellectual training, pay special attention to the development of moral character. The need for this is no less great in China than with them.

## PURPOSE OF COLLEGES AND LOWER SCHOOLS.

The colleges and lower schools form one continuous system, but each has its distinctive aim. The purpose of home, kindergarten, and elementary school training is to secure in the people at large, and of all classes, good character, politeness, and harmlessness. The purpose of the higher elementary and middle schools is to teach general knowledge which everybody (the 4 classes of people) ought to know. These schools are provided to meet the needs of those who are expecting to be officials and of those who will have to earn a living. The purpose of colleges and universities is to discuss political science (and the affairs of the people), and all professional branches. The purpose of the schools of thorough scholarship is to carry on independent research in all branches of science, so that new principles and facts may be discovered and inventions made, and thus the cause of education be advanced throughout the country. A department will be established in these schools to guard the old literature and old books. Trade schools are established for the training of the people at large so that they will have knowledge of the various crafts and be able to earn a living. This is the basis of popular and national wealth. Schools of translation will educate the students to know foreign languages and

literature so that they can study what is contained in the books of foreign countries. This work of translation is necessary in the training of diplomats and teachers of foreign language so that we need not always look to foreign countries for teachers and educators. Schools will be established whose aim shall be to give to holders of the third degree (Tsun Si) a general knowledge of all kinds of useful science. For it is a pressing need of the time for our officials to be better informed. Normal schools will furnish teachers for the middle and lower grades of schools. This is the foundation of all other schools. This is the first thing to be done in inaugurating a system of national education.

## REGULATIONS.

All schools outside of Peking must follow these new regulations so as to be uniform in accordance with the system of schools in accordance with the Emperor's Edict and the spread of education is based on loyalty and filial piety. Instruction of the common people is based on the manners and customs of the country. The learning of trades and professions is for the purpose of gaining a livelihood and for usefulness. The purpose of these new regulations and of those published last year are not essentially different. The deficiencies of the old are made up in the new. Some of the changes made are as follows: Some additional made, some adaptations made to the needs of the times. The curriculum of schools have been improved. The rules for the government of schools have also been altered, making them stricter in their prohibitions. The regulations for the schools in Hupeh and some other provinces, although ratified by the Emperor's decree are now by His Majesty's permission made uniform with these regulations. The essential part of the old regulations contained in these new regulations, and the officials must adopt these new regulations and curriculum. Neither official nor private schools are permitted to alter these, but must conform with the general system.

## NORMAL SCHOOLS.

The first thing to do is to open Normal schools. Teachers are needed in all schools. At present Colleges, high, and other large schools in the national and provincial capitals can afford to employ teachers with western training, but this is impossible for all small schools and for those in country districts. The thing to do is to open the lowest grades of Normal schools to furnish teachers for elementary and higher elementary schools, also a higher grade of Normal schools to furnish teachers for the middle schools and the lower normal schools. Teachers of the provincial Normal schools may be foreigners, or they may be natives who have been students abroad. Teachers of district Normal schools must be Chinese graduates of Chinese Normal schools. The elementary schools are the basis for disseminating popular education, therefore it is essential to have elementary normal schools to train teachers for these elementary schools. This is the first thing to do in developing the educational system. There are already many middle schools and high schools, but in order to unify the instruction in these under one system it is important to have Normal schools to train teachers for them. All the provinces must have these Normal schools at once in accordance with these regulations. There are some Normal schools already established in some of the provinces, and these provinces must make their regulations conform to these. Those provinces which have not established such schools must employ suitable teachers to open them. If teachers for these Normal schools cannot be had students must be sent abroad to study in Normal schools. These students must study methods of teaching and government of schools. They shall be divided into two classes, one to take a full course, and the other to take partial courses. The regulations for Normal schools have been published, and such partial students returning from abroad may open Normal schools in accordance with these, to meet the pressing need of the time. The graduates of foreign Normal schools when they return will improve the Normal schools already established, and if necessary may take the place of persons already teaching in them. These returned students are to be sent to all the provinces and districts to have control of the schools and to see that teaching is properly done. These Normal schools must be opened without delay.

## GENUINE AND SCHOOLS.

The Gentry who are to open schools are to be sent abroad to examine the school systems of other countries. (Over 50 were sent to Japan last year from all the provinces.) Each province should choose educated men of character who are interested in education and send them abroad for several months or a year, to become acquainted with the methods of teaching, government and training teachers in government and private schools, so as to become capable of managing schools. When they return they shall be put into the Bureau of Education, so as to help make the schools as efficient and economical as possible. It is too expensive and too far to send very many to Europe and America, but many be sent to Japan. The poorer provinces should send at least two to Japan for at least half a year. If they do not do this they will waste a great deal of money. If any of them cannot afford to send men abroad they should buy as many books on education which have been translated in Hunan and Kiangsi. These should be distributed to the directors of schools. The Gentry and men of wealth should be persuaded to open as many primary and Kindergarten schools as possible. These are the foundation of Education. All western countries provide such schools and have compulsory education, making parents responsible for the attendance of their children. Because of the poverty of the provinces it is impossible for the Viceroys to open as many of these public schools as should be, so the people are urged to open them for themselves. Chinese custom is different from western countries: it is not fitting to open schools and normal schools for girls. But it is proposed to employ Kindergarten and home instruction for small children.

## [To be continued.]

## EXPORTING INDECENT PICTURES.

## OSAKA MERCHANT ARRESTED.

A merchant of Osaka has been arrested on a charge of exporting obscene pictures to England under the guise of the exchange of picture post-cards. It is stated that he placed an advertisement in the London Times in February last offering to exchange cards, and it was responded to from England and America. At first he sent ordinary picture post-cards, but he sent a few of obscene pictures by correspondence. Some of the pictures were of certain firms in England and thus started his business. The man's name is Kano Ryoze, aged 29, living at Koraiishi, 1-chome. He graduated from the Tokyo Higher Commercial School, and has a good knowledge of English, which enabled him to carry out his plans fairly successfully for a time. Detectives were informed, and besides Kano himself, several accomplices have been arrested.

## LEPROSY IN JAPAN.

## SETTLEMENT TO BE ESTABLISHED AT AMAOASAKI.

A leper hospital and settlement is to be established at Amaoasaki under the control of Osaka-fu Government. The area of land to be acquired for this purpose is estimated at about 2,000 taube. Mr. Ikegami, Chief of Police of Osaka-fu, is reported to have stated that as lepers are to be isolated for life, it will be necessary for the authorities not to shut them out from the world entirely. The number of patients to be received at Amaoasaki is estimated at about 300, and buildings will cover an area of ground to the extent of about 100 taube. The remainder of the land will be utilized as a farm and for gardens. There will be three houses for the accommodation of about 20 single patients and sixty houses for the married couples, with or without families, each family occupying one house, and thus a small village will be formed. Educational facilities and various amusements will be provided for the lepers. These patients not too seriously afflicted will be put on farming work, horticulture, and other kind of manual labour, according to the ability and fitness of the patient.

A Honolulu message dated August 3rd reads as follows:

"Not a little worry is being felt here by the natives over the report that the Japanese Government is planning systematically to segregate the lepers in Japan. Heretofore there has been no segregation law enforced in that country and lepers have been free to go to all parts of Japan. But with the new law it is likely that the Government will place them under some systematic control and restraint."

"There are a great many native Hawaiians afflicted with leprosy living in Japan. They went there originally to escape being sent to the Molokai settlement and in the hope of securing treatment in Japan for the disease. There have been cases where people afflicted with the disease, or said by Honolulu physicians to be victims of the disease, have been cured, apparently, of the leprosy. But if the Government proposes to change the former custom and deprive the lepers of their liberty, it will mean that the Hawaiians who went there to escape confinement at Molokai may find themselves in a worse predicament than they were at home. They will be kept in prison, or at least under restraint, among strangers instead of among friends, and possibly relatives, at Molokai."

## CANTON DAY BY DAY.

## FAVOURABLE SILK CROPS.

[From Our Own Correspondent.]

Canton, 6th September.

The first four crops of silk in the districts of Namchi and Shuntak have this year turned out very satisfactorily and the fifth crop is also expected to be favourable in the seventh month. Withstanding the high price of mulberry leaves this year which at present stands at from \$1 to \$5 per picul. Owing, however, to the excessive heat on the 30th and 31st ultimo, a great deal of damage has been done to the silk worm rearing industry, there is not enough vegetation provided in the native-built houses, and besides the curtains used for protecting the silkworms from the attack of flies are not suitable. It is reported that large quantities of the worms have suffered and had to be cast away. Hence the silkworm rears cannot hope to obtain the same result as with the former crops.

## PRESENTATION OF TESTIMONIALS.

Yesterday, the committee of the Cheap Rice Depot Board presented certain testimonials to the Acting Viceroy, Chan Mong Tsang, in the shape of honorary scrolls, etc., as an acknowledgment of the good services rendered by him in raising funds for the cheap disposal of rice.

## OPIMUM IMPLEMENTS SEIZED.

During the past few days the police have seized a large quantity of opium smoking paraphernalia from the different opium smoking dens throughout the city and the police officials have sent these to the Central Anti-Opium Association to be destroyed there.

## THE NEW VICEROY.

Telegraphic communication has been received from Hankow stating that H. E. Chang Yün-chun of the Liang Kwang provinces will stay in that city for a few days. H. E. paid a visit to the Viceroy Chang Chih-tung of the Liang Hu, who entertained him at a dinner and had a conference with him for some hours in regard to sundry matters, especially in connection with the Canton-Hankow railway question. H. E. Chang Yün-chun was expected to leave Hankow about the 2nd or 3rd instant for Shanghai where he will probably lose no time in boarding another steamer, immediately and start for the South.

## PROVINCIAL SCHOOLS.

The Provincial Examiner, Ye, has lately taken every necessary step to conduct investigations into affairs connected with the satisfactory carrying on of the different schools and colleges throughout the province, and has sent out weytians to make further inquiries. He has directed that their only duty was to make two reports on the schools, and to also settle the differences that have unfortunately cropped up in the various schools. They are also required to return to Canton within a specified time and to report on the result of their investigations.

## TELEGRAPHS.

The officials of the Young Kong district have requested the Canton High Authorities for permission to have electric telegraphic communication set up between that place and other points for the convenience of officials and the commercial classes also. The High Authorities have granted the request and have instructed and authorized the Shan Hou Chu to issue the necessary funds for the purpose. A foreign engineer and electrician has been sent to select a site for the telegraph station and to make the necessary arrangements for connecting the stations.

## RAILWAY DIRECTORS.

The Acting Viceroy has sent a despatch to the Canton-Hankow Railway Company to the effect that telegraphic instructions have been received from the Ministry of Communications and Post at Peking directing that the present committee of the Company should not all be changed but at least two-thirds of them are to be retained for the ensuing year according to the commercial regulations as promulgated by the Ministry of Agriculture, Industry and Commerce at the Capital.

## BOYCOTT LEADER RELEASED.

The American Boycott leader, Ma Tai-sun, who was arrested and put in custody a second time a few months ago, has now been released. Yesterday he was deported to his native district under the escort of a military officer.

## IMPENDING DISTURBANCE.

The Canton Authorities have received a telegram from the Taitai of the circuit of Yunchow stating that the outlaws, together with the numbers, the disbanded forces, are now attempting to raise an insurrection in the district of Fong Shing, and has requested the authorities to despatch troops to the scene, in case of emergency. On receipt of the above communication, the High Authorities gave instructions to the Brigadier-General to make arrangements to despatch troops thither, without delay. [According to a special telegram in another column, rioting has broken out at Fong Shing.—Ed.]

## MORRISON CENTENARY.

The Morrison Centenary meeting was opened yesterday at the large match on the new bund at Ching Hoi Mun; meetings were held both in the afternoon and evening. The opening ceremony was performed by the Consul-General for the United States of America at Canton, and numerous Chinese officials were present at yesterday's proceedings. Long before the hour appointed for the holding of the meeting the building was crowded. The band of the Canton Military College was present and discoursed selections of music.

7th September.

## CANTON-HANKOW RAILWAY.

A meeting will take place at the head office of the Canton-Hankow Railway Company tomorrow to elect a board of thirteen members for the ensuing year, and of this number, the Hongkong shareholders are entitled to elect one. The Company has sent a telegram to Hongkong to the Yuen Fat Hong and other shareholders requesting them to jointly elect a member to represent them on the board of the Company and to report to the office the name of the shareholder when nominated.

## THE ANTI-OPIMUM MOVEMENT.

An Anti-Opium Association has been formed in the district of Tsung Fa, which was opened on the 3rd instant. The opening ceremony was performed in the presence of some seven hundred persons, among whom there were present the district magistrate, the members of the gentry, and the representatives of the different anti-opium and other institutions. The magistrate was voted to the chair, and delivered a speech on the evils of the opium vice. The address was listened to attentively by all those present. He also raised the question of the advisability of establishing an industrial institution in that district in which the object will be to help those persons who may be left desolate by the opium prohibition. Many other speeches were made and the proceedings ended with a successful tea party.

## VILLAGE ROBBERIES.

Several cases of robbery are reported to have taken place in Fatshan and its vicinity during the past few days. On the 2nd instant a number of robbers entered the Tai Lik village belonging to the clan, Leung and ransacked two houses, carrying away their spoils without interference. On the 5th instant, a shop in the same village was also ransacked by robbers and this place was the scene of a large quantity of booty. A few days ago the Yim Po village was also attacked and one house was thoroughly ransacked. There was a large quantity of rice in the house at the time; the robbers carried away in two boats. All these cases have been reported to the authorities.

## THE NEW VICEROY.

A Shanghai telegram of yesterday's date states that H. E. Chang Yün-chun, the new Viceroy, has arrived at that port from Hankow and that the date of his departure for the South is not yet fixed.

## WATERWORKS CO.

The Prefect of Kwangchow on behalf of the Canton Waterworks Company has applied to the Acting Viceroy for exemption from Likin dues of all materials and machinery imported for the sole use of the company.

9th September.

## THE POLICE FORCE.

Yesterday all the district police stations established in the different quarters of the city were abolished, in accordance with the new regulations recently promulgated by the Acting Provincial Judge, who is at present doing a great deal in reforming the police system of the province. All officials and weytians in connection with these stations have been discharged. The only exception is the Hnnam Station, which will remain as before.

## OPIMUM MONOPOLY.

The opium farm monopolists of Canton and Hnnam who tendered \$1,000,000 annually for the monopoly of opium selling have petitioned the Viceroy for a reduction of the amount owing to the slackness of business, through the enforcement of the Imperial Anti-Opium Regulations. H. E. the Acting Viceroy, so as to avoid further annoyance, has instructed the Shan Hou Chu to take over the opium monopoly from the present farmers. It is reported that at present there are about four hundred opium-selling establishments in Hnnam and in the city of Canton, and these have been ordered to pay their monthly fees to the Shan Hou Chu after the end of the seventh moon.

## THE NEW VICEROY.

H. E. Chang Jen-chun, the new Viceroy, arrived at Shanghai last Saturday morning, and will leave for the South in a few days time.

## RAILWAY CO'S MEETING.

A meeting was held yesterday at the offices of the Canton-Hankow Railway Company for the election of members of the committee of the Company for the ensuing year. There were present several hundred shareholders, and the Acting Provincial Judge, Kung, the Kwangchow Prefect, Chan, the two district magistrates of Namchi and Panyu and other officials were also present. It was the opinion of a section of shareholders that all the members of the present committee should be changed for the ensuing year, whilst that of another party maintains that one-third of the present committee should be retained; but instructions have been received from the Ministry of Communications and Post that two-thirds of the members should remain. At the meeting some heated debate took place among those present as to the question, and the Provincial Judge was obliged to issue orders to at once suppress the threatened disorders. The Judge ordered that the instructions of the Ministry should be observed and obeyed as in the number of committee to be selected on the board, and finally the ballot was taken at about twelve noon. Twenty shareholders were elected and those coming out on top of the poll will be taken on when the number to be changed has been decided upon. The committee at present consists of thirteen members, of whom one is to be nominated by the Hongkong shareholders, and another by Shanghai shareholders, so that there remain eleven members to be elected at Canton. There are at present nine members actually on the board, and according to the Ministry's instructions six of them, being two-thirds of the number, are to remain in office for the coming year.

## FRANCE AND THE ANTI-OPIMUM MOVEMENT.

Yesterday forenoon the French Consul-General, accompanied by a distinguished French visitor, and an interpreter, paid a visit to the Central Anti-Opium Association's headquarters. They were received courteously by the committee of the association. The visitors inquired minutely into the management of the association and the means, etc. adopted in the Refuge in connection with the association for the treatment of opium-smoking patients. In response, the committee of the association requested the Consul on behalf of the Chinese to ask his home Government to assist them in their work, and to take steps to enforce the anti-opium regulations for the Chinese people of Annam and to stop the Chinese residents there from indulging in the drug. The Consul remarked that his own Government and his nationals were pleased to see the Chinese in earnest to get rid of the evil drug, and that his Government will do their best to aid them. The same visitors will pay a visit to the hospital in connection with the association for the treatment of opium-smokers to-morrow morning.

## COPPER COINS.

Although the minting of copper coins in the Canton Mint has already been suspended, the daily output during the past year was too large, so that at present there is still a large accumulation of these coins remaining in the mint. H. E. the Acting Viceroy has forwarded a despatch to the Central Government requesting authority for the copper coins of the Canton Mint to be exported to other provinces for circulation and to remove the prohibition on their export. A reply has been received from Peking refusing the request, as there are provincial mints already established in the different provinces throughout the empire, so that the issue of the Canton Mint could only be put in circulation within the province of Kwangtung itself.

## ACTING VICEROY WU.

H. E. Acting Viceroy Wu has sent a memorial to the Throne requesting an audience in accordance with the usual custom after three or more years' service in a high position. It is reported that H. E. will proceed North when the new Viceroy arrives here.

## THE NEW "MALOO."

The building of the new "maloo" from the Eastern Gate of the city to Intong has now been completed and horse carriages have, for the first time, been put on the road to-day.

## KEROSENE FRAUDS.

Several persons have lately been imposed upon by persons who deliver at their premises kerosene tins properly soldered and filled with water and purported to contain kerosene oil. Last Saturday, a firm in Shap Teat Po was similarly treated, but the owner of the firm becoming suspicious sent for the police, who arrested the thief.

10th September.

## HARBOUR ACCIDENT.

Yesterday morning a junk capsized in the harbour on account of the excess weight of cargo and the large number of passengers on board. There were over a hundred passengers on board the junk at the time of the accident. The boats in close vicinity at once rendered assistance and succeeded in rescuing many of the passengers. So far it has not been possible to ascertain whether any lives have been lost by the capsizing.

## ROWDYISM.

On the night of the 7th instant, a number of rowdies entered the Fo Wah theatre, at the eastern section of the new bund, without having paid their admission fee, thus causing a fight between them and the doorkeeper. They attacked the ticket collectors and slightly injured one of them with a revolver. The owners of the theatre have reported the case to the police authorities requesting them to deal with the offenders in a severe manner.

## FRENCH VISITORS.

The Consul-General for France at Canton has communicated with H. E. the Acting Viceroy to the effect that he, in company with some distinguished visitors, are desirous of making a visit to all the Government departments, bureaux, and other places of interest in Canton. The Viceroy has accordingly deputed expectant magistrate Sit Wing-nin to accompany the visitors on their tour.

## THE NEW VICEROY.

A telegram from Shanghai states that the new Viceroy of the Two Kwang, H. E. Chang Yün-chun, will start for the South from that port on the 14th inst.

## CANTON-HANKOW RAILWAY.

The Shanghai shareholders have elected Mr. Yip Yün-tai as their representative on the board of directors of the Canton-Hankow Railway Company for the ensuing year and have written to the Company to that effect.

## A BRITISH SUBJECT ARRESTED.

Yesterday, H.M. Consul-General at Canton communicated with H. E. the Acting Viceroy to the effect that a British subject has been arrested by some troops in the district of Heung-shan and requested expectant magistrate Sit Wing-nin to call at the Consulate to-day to discuss matters in connection with the case.

11th September.

## THE NEW VICEROY.

The report is confirmed that the new Viceroy H. E. Chang, will take his departure from Shanghai on the 14th instant for Canton and will assume charge of office about the 19th instant. The Canton officials have already prepared everything for H. E.'s reception and steam launches will be sent to Hongkong to meet H. E. there.

## ANTI-OPIMUM ASSOCIATION.

A meeting will take place at the headquarters of the Central Anti-Opium Association to-morrow, for the election of a president, vice-president and other members of the committee to take charge of the affairs of the Association. The Acting Provincial Judge will preside over the meeting and supervise the taking of the votes.

## CHINESE HOSPITAL.

At 11 o'clock yesterday morning, the Consul-General of France at Canton in company with a distinguished French visitor, and others, paid a visit to the Fong Pin Hospital of Canton, where they were courteously received by the committee of that institution. The visitors were shown over the whole building and were informed that this institution has been established over ten years and a great number of patients have been admitted to the hospital annually. The visitors appeared greatly interested in finding that the building was so spacious and suitable for the accommodation of patients, and expressed their satisfaction to hear that the hospital is under good management. The committee also informed the visitors that they have proposed to establish a branch hospital in Annam and Saigon for the treatment of Chinese residents there, and requested them to ask their home Government to tender their assistance in the prosecution of



14th September.

## CHAPTER XIX.

The committee of the Chong Rice Disposal Bureau reported to the Kwangchow Prefect that, at present, the price of rice is gradually going down and that there is no need of importing rice from Kwangsi. The Prefect has reported the matter to the Acting Viceroy, and requested him to confer with the members of the committee in recognition of their services towards the poorer people. H.E. Wu, in response, stated that he would communicate with the Kwangsi Government that the necessity for the importation of rice from the same province into this province no longer exists, and that as the second crop of rice in this province is expected to be a favourable one, it is proposed to discontinue the disposal of cheap rice to the public from the beginning of the ninth moon, if possible. The committee of the Rice Disposal Bureau will be rewarded by the Authorities after the closing of the bureau.

## PRISONERS EXECUTED.

Yesterday, five criminals were taken from the Nanyang to the execution grounds, where they were beheaded, for having been found guilty of armed robbery. The men were arrested and extradited from Hongkong, consequently the British Consul-General at Canton was requested to be present to witness the carrying out of the capital punishment.

## RAILWAY TRAFFIC RECEIPTS.

A return of the amount of fare collected from passengers on the Wanshan-Kowloon section of the Canton-Hankow Railway for the past ten days from the 29th ultimo to the 8th instant is as follows:—29th ultimo, \$1,811; 30th ultimo, \$1,844; 31st ultimo, \$2,071; 1st instant, \$2,071; 2nd instant, \$2,212; 3rd instant, \$2,151; 4th instant, \$1,772; 5th instant, \$1,751; 6th instant, \$1,751.

## CONSULAR VISIT.

To-morrow morning, at 10 o'clock, H.E. the Acting Viceroy will receive the Consul-General for the Netherlands residing at Hongkong.

## MACAO'S BOUNDARIES.

Acting Viceroy Wu, has memorialized the Throne for the appointment of a Special Commissioner to negotiate with the Portuguese Government with regard to the delimitation of the boundaries of Macao.

## WUCHOW NOTES.

## FORESHORE QUESTION.

14th September, 1907.

A proclamation has been issued by the Land Office officials to the people of Wuchow, stating that in consequence of the recent troubles over foreshore rights it is deemed necessary for all parties who own any part of the foreshore between the temple at the mouth of the Fuh Ho and the temple near the lower boundary of the harbour limit, to register their title deeds at the Land Office immediately. Those who have not complied with this order by the 1st day of the 8th moon are notified that should any trouble arise over their foreshore rights, their cases will not be taken up by the Government. Owners of foreshore property are also warned that they must not sell or in any other way dispose of their property until official sanction has been received. This is to be done to avoid disputes and unpleasantness.

## NAVAL.

H.M.S. *Sunderland* arrived here on the 6th instant and made a stay of a day. She left for Macao via Samahai this morning. H.M.S. *Robin* is due here in a few days and will put in a week at this port.

## SPORT.

The Wuchow Recreation Club played a return cricket match against H.M.S. *Sunderland* on the 6th instant and were defeated by 36 runs, the scores being *Sunderland* 93 runs, *Wuchow* 54 runs. The game was played in pleasant weather and was most enjoyable. The *Sunderland* made a bad start against the Wuchow bowlers and lost 8 wickets for some 30 runs. The last 2 wickets came in a very short time, and the local men were badly frightened. The local men, however, showed a poor resistance to the naval bowlers.

## SHOOTING MATCH.

A shooting match with the *Sunderland* was fired yesterday evening and the naval men again showed their superiority by winning the match by 22 points. A late start and bad light were not conducive to good shooting and both teams fired considerably below their average. The teams were 8 aside, and the lowest score on each side to be counted out. Quite a number of the community turned up to watch the shooting and the interesting partook of the nature of a social function and as such was enjoyed by those present.

## THE TOKYO FLOODS.

## THE COMET AND THE FLOODS.

The *Japan Chronicle* of 28th ult. states:—The destruction caused by the recent storms is now known to be more serious than at first appeared, as further particulars have come to hand. The area most affected in the neighbourhood of Tokyo extends over seven prefectures, where the destruction is considered to be the most disastrous during the last 50 years. The River Arakawa in Tochigi Prefecture rose over 22 feet above the normal level, the entire city of Nikko was flooded, and on Monday morning the city was almost cut off. Lake Utsunomiya had risen over eight feet above the normal level on Monday morning, and was still rising.

At Bandai-san, a summer resort in the north, which became prominent on account of the volcanic eruption three years ago, the destruction appears to be very serious, houses being demolished, trees being blown down, and rocks rolling down as the result of landslides. On Sunday there were 20 Japanese and 83 foreign visitors stopping there. Owing to the storm a few days before, the roads were badly damaged by inundations, and communication with the outside world was entirely cut off. The supply of food which remained on Sunday was only enough to last for three days, and the visitors were becoming much alarmed at the situation.

The Tokaido railway line has been washed away for a considerable distance to the east of the bridge across the Fuji River and traffic between Sankawa and 1 abuchi is interrupted. There is no prospect of traffic being resumed for a day or two.

At Urayama, Chichibu district, Saitama Prefecture, near Tokyo, six houses were washed away and 17 people were drowned. According to returns made up to 3 p.m. on Monday, in Saitama Prefecture, the river-bank gave way at no less than 95 places, and as a result 50 villages suffered damage, 10,000 houses were flooded, and 42 people were killed or injured by falling rocks caused by landslides on the hillside.

The bank of the Katsuragawa, near Kyoto, gave way on Monday morning, and railway traffic had to be suspended between Kyoto and Mito until midnight.

The Katsuragawa, on the Sanjo line, rose over 15 feet, submerging the railway line. Traffic

was suspended in the afternoon between Katsuragawa and Nara. The inundations in the neighbourhood of Kyoto have been very serious. The Katsuragawa was inundated, and villages along the river suffered much, houses being washed away, and several people drowned. It is reported that the Onagawa bridge of Arashiyama has been washed away. Villages on the bank of the lower part of the Katsuragawa, Kyoto, suffered seriously. Ten houses at Shinbata were carried away by the water, and two families are reported to be missing. The neighbourhood of Katsuragawa and Shinbata was turned into a vast lake, over 1,000 houses being flooded. Many people were seen on the roof of their houses, screaming for help. The whole of the village of Katsuragawa, 80 houses in all, was inundated, and 40 inhabitants of the village were receiving relief and food from the village office. The total number of houses flooded in this neighbourhood was about 5,000.

Hyogo Prefecture has also suffered considerably. At Sayama, Ise, Toyooka, Kinosaki, and Wado, above the city of Kobe, the villages along the Katsuragawa, Nishinomiya and Amagasaki came next. At Sayama, was almost entirely flooded on Monday morning, and about 2,000 of the sufferers received food from the municipal office. Sanda also suffered; a house collapsed, and a man was crushed to death by the falling debris.

The Yodo-gawa rose very high—higher than at the time of the disaster of 1868, and a brief recrudescence of the new Yodo-gawa Osaka has been a repetition of that disaster, the water being drained through the new river bed. The villages along the new river, however, suffered much. In the neighbourhood of the Osaka Ironworks, on the bank of the Afikawa, about 50 old houses are reported to have collapsed.

The geographical features of Japan have a tendency to cause periodic inundations, and a brief recrudescence of the new Yodo-gawa Osaka has been a repetition of that disaster, the water being drained through the new river bed. The villages along the new river, however, suffered much. In the neighbourhood of the Osaka Ironworks, on the bank of the Afikawa, about 50 old houses are reported to have collapsed.

The Osaka Journal above referred to finds that in Japan comets and inundations appear to have a mysterious and unlucky connection. In the year which a comet has made its appearance, the country has almost invariably been visited by floods. In China it is believed that the appearance of a comet is the harbinger of some national disturbance, and this belief is so often realised that there seems to be some scientific truth in it, says the *Asahi*. In the 16th year of Jogan (874), when the great inundation of Kyoto took place, a comet appeared. It is recorded to have been seen in the north-east, was a reddish colour, the tail appearing to be over ten feet in length. In the 19th year of Keicho (1604), a comet was seen, and (as a consequence) there was a heavy inundation on August 28th in the Kinai and Tokaido provinces. It is also recorded that on the 13th and 14th of June of the 2nd year of Empo (1674) there was a heavy rain-fall, and the Rivers Yodo and Yamato overflowed, the extensive tract of ricefield of the estate of the akatsuki clan being devastated, while the Tenjin and Temma bridges of Osaka were washed away. In 1885 a most disastrous inundation visited Osaka, and in that year a comet was seen. The present year—a comet is again on view. A few months ago Hiroshima Prefecture was visited by floods, followed by the present disastrous overflow.

## THOUSANDS LEFT DESTITUTE.

## THE MAIL ARRANGEMENTS.

The *Japan Chronicle* of August 29, says:—The inundations as the result of the recent heavy storms are the worst recorded during the past 50 years, and his Majesty the Emperor, who is much concerned at the widespread calamity, has ordered the Court Chamberlains to report on the condition of the sufferers and the extent of the damage in all parts of the Empire.

The traffic between Royma and Colombia on the Tokaido line was resumed on Monday evening. A road has been opened along the railway line between Yamakita and Koyama for the use of passengers, but as the path runs through hilly country walking is very difficult. This road, however, interferes with the repair of the line, so it has been decided by the railway authorities to make a new road. The new road is being made by a very steep and narrow, it is considered impossible for passengers to carry their luggage with them. The freight of hand luggage between Koyama and Yamakita is to be borne by the passengers, the charge being 2 sen per kin, heavy packages being charged at the rate of 10 kwanmu. In wet weather the rate will be increased 40 cents. In the opinion of an engineer in the employ of the Railway Bureau in Tokyo, traffic between Yamakita and Koyama will probably not be resumed before the middle of next month.

Owing to the overflowing of the Yura River, Maizuru, Shin-Maizuru and Amakura were completely flooded, in some parts the houses being entirely submerged. Over 40 houses were carried away, and up to 6 p.m. on Tuesday over 20 persons were reported to have been drowned. The ancient and famous temples of Eryuji and Myohoji, and the Igarashi Shrine of Maizuru were demolished.

Sonobe has also grievously suffered. The town is situated on the Sonobe River, the banks of which are very steep and narrow, and at three o'clock on Sunday morning the bank of the river suddenly gave way. The water rushed into the city with tremendous force, and the people were struggling in the water, screaming for assistance. The city was soon submerged, but at dawn the water began to subside. The sufferers then gathered at the public hall, where they received rations from the Municipality.

Fuchuyama was also totally submerged, and the recent flood is said to have been more disastrous than that of 1896. According to news which reached the Hankoku Railway Company on Tuesday morning, 130 houses had been washed away, and over 300 persons drowned in Fuchuyama. The inhabitants were threatened with famine, as the supply of food was cut off.

The damage sustained by the Hankoku Railway is remarkable. The line was destroyed for a distance of about 300 feet at Otaki between Oyama and Shimokita, and also for a distance of 1,540 feet at Mizotaki. The entrance of No. 14 tunnel subsided, blocking the line, and the stone wall on the hill side close by, rising about 20 feet entirely collapsed, the line being destroyed. The repair of this section of the line will take some sixty days by working day and night.

The repair of bridges and roads damaged in Hingyo Prefecture is estimated to cost about ¥500,000. Returns made by the authorities up to Monday night relating to the damage in Saitama Prefecture show that 1,000 houses were flooded and 25 washed away, and that 25 persons were drowned and injured. Relief stations are established at 19 places, where the sufferers are being quarantined; the number totals about 15,000, and the number is still increasing. The two vil-

ages of Ishida and Tawaki, near Utsunomiya, were wholly submerged, and the inhabitants numbering over 3,000 are being taken care of by the village office. For two days the 26th and 27th instant, boats of rice were distributed in relief rations.

It is reported that most of the houses at Katsuragawa were flooded, and some of the houses occupied by foreigners were washed away.

Mr. Itaro Kusaka, Superintendent of Foreign Affairs at Kobe, informs us that he is in receipt of advice from Yokohama to the effect that the portion of the C.R.R. mails, which, as previously stated, was being sent from the Hakone range, arrived at the northern port on Monday evening, the mails being duly placed on board the *Montclair*.

The U.S. mails for the steamship *Korea* were sent down to Yokohama by M.M. liner *Touraine*, which left Kobe at 4 a.m. on Tuesday, instead of per *Shamouti* as was previously reported, owing to the postponement of the latter's departure.

A regular mail service by sea between Shinbata and Tokyo, via Yokohama, has been established, and all the domestic mails, excepting parcels eastward, are being sent by rail to Shinbata and hence by sea. Parcels are conveyed by steamers from Kobe.

On the morning of the 28th ultimo Mr. Yungyung, Minister for Communications, waited upon his Majesty the Emperor, and reported on the extent of the damage caused to the railway, telegraph and telephone lines, and the measures to be taken to effect the necessary repairs.

From the reports appearing in these columns during the past few days, it can easily be imagined that the total damage is enormous. Of the public properties, the railways have suffered most. When to this damage is added the losses caused by the destruction of bridges and public roads, the total damage exceeds ¥10,000,000, according to the estimate of a certain civil engineer near Tokyo. Next came the damage to the crops, which, in the opinion of the same authority, does not amount to a very important figure.

At the present time, if the paddy is submerged for a few days, the damage to the crop would be comparatively light, as the ears are not yet out. Mulberry leaves for autumn sericulture may have been destroyed, but the districts which have suffered in this connection are limited. Crops of beans, fruits and vegetables, however, may have been damaged to some extent. When these damages are taken together the total damage probably will not exceed ¥150,000,000. The damage to industrial business which has generally been omitted in reckoning the damage caused by the inundations, must also be taken into account. Many factories have been flooded or else deprived of motorpower, and the loss of damage inflicted on this account is not inconsiderable. Then there is the moral damage caused to industry on account of the inability to get supplies of materials and of disposing of goods damaged by the floods. Factories using such materials as power have also been compelled to effect extensive alterations in their plants as the result of lessons learned from the recent disasters. Such moral damages cannot easily be estimated, but they will amount to a very considerable figure. Lessons learned from the recent inundations will awaken men of intelligence to the urgent importance of reforms in the administration for the control of rivers; concludes the engineer above referred to.

The damages caused to the railway lines by the inundations are said to be the heaviest on record. Owing to the interruption of telegraph and telephone communication to many places, the Communications Department is not yet in a position to ascertain the cost of the repairs, but there is little doubt that the estimate for the maintenance of the permanent way for the present year cannot cover the cost. The authorities of the Communications Department are prepared to apply for the appropriation of the Government reserve fund for the year.

Of the railway lines, the eastern section of the central line has been most seriously affected. According to a report from the station-master at Otsuki, the permanent-way between Otsuki and Sasebo is either washed away or buried under landslips at 15 points, the total length of the line damaged being over two miles. Over 80 telegraph posts are down, and about 200 houses have been washed away along the damaged line, while a number of people have been killed or injured. The repairs of the line will take about three months.

The recent disaster at the Shimabashi Station, Tokyo, have naturally been declined since the inundations. The daily revenue, which previously had never been below ¥4,000, has fallen off tremendously, sometimes not more than ¥600 being taken. All the other stations in Tokyo have similarly suffered. It is expected that the total at the end of this month will show a decrease of not less than ¥70,000 on a normal month.

On the other hand, the steamers running between Yokohama and Kobe are crowded, and many travellers are forced to be content to travel standing, already uncomfortably full.

It is stated that the loss of life at Fukushima as the result of the floods, which were very disastrous there, has been smaller than might have been anticipated. This is chiefly due to the prompt assistance given by the troops and police force, and as the disaster came at dawn the loss of life was not so great as would have been the case if it had occurred in the night. So far as is known, the four or five hundred lives which the police have lost all their belongings while they were out at work on the rescue of the sufferers. People are constantly arriving in Fukushima from other places, to visit their friends or relatives, all bringing with them firewood, rice and so forth.

The city of Miyazaki suffered very severely. Many cemeteries belonging to Buddhist temples have been devastated by water, many bodies lately buried have been washed out, and the bodies of the dead are now being carried off by the current. A considerable number of people have been killed by landslides. Up to Wednesday afternoon 50 bodies were discovered, while many corpses are adrift on the sea. Considerable quantities of woodwork and many houses are also strewn over the sea. They are supposed to have been washed out by the Yura River. Many of the sufferers are on the verge of starvation on account of the rise in the price of rice.

A score of houses which were washed out by the River Yura were seen adrift on the sea almost intact. Some of them were ablaze.

Fung Ip YAU, a fisherman, of fishing boat 2288 H, got into the toils last Monday night. He was caught fishing with dynamite in Tung Chung Bay. Policeman Berrie, who happened to be going past in a dinghy at the time. The junk was searched and a quantity of dynamite, detonators and fuses was found concealed in the after part of the craft. Fung Ip Yau was arrested. He appeared before Mr. F. A. Hazell, on Tuesday morning, at the Police Court, charged with being in possession of the explosives without a licence. A fine of \$25, or six weeks' imprisonment, was imposed.

## EXCITEMENT IN A CLASS-ROOM.

## QUEEN'S COLLEGE SCHOLAR JUMPS OVER VERANDAH.

Considerable excitement, bordering on a panic, was manifested yesterday in one of the fifth classes of Queen's College, as a result of which one of the scholars is now lying in the Alice Memorial Hospital, suffering from injuries, which may, perhaps, end fatally. The school boy in question is Kwan Yuen-Sui, sixteen years of age, and residing with his people at the Kwong Hip Lung firm, Canton Road Central. There are, so we are informed, several fifth classes in the College, but the one alluded to is situated on the first floor of the building, overlooking Aberdeen Street.

Just before the fifth recess yesterday the thirty boys in Class V were busily engaged at their work. The schoolmaster was at his desk. Suddenly, and without the least warning, part of the ceiling at the farthest end of the room collapsed. The excitement that followed this was terrible. In a moment the whole classroom was on its feet. Boys dashed here, there and everywhere in an effort to leave the room. The schoolmaster, who was standing behind the building, immediately rushed to the verandah, where he found Kwan Yuen-Sui lying on the concrete below. He had jumped over the verandah during the excitement, a twelve feet drop, landing on his back.

Mr. T. K. Dealy, the second master of the College, promptly sent for a doctor, who arrived in quick time, and after examining the injured lad, had him removed in an ambulance to hospital. Nothing definite could be obtained this afternoon as to the nature of the boy's injuries, although it was whispered that his spine is affected.

## A CLVER HOUSE-BREAKER.

## HIS NARROW ESCAPE.

Lau Sam's liberty was curtailed to the extent of forty-two days' hard, with six hours' stocks, by Mr. F. A. Hazell, at the Police Court, this morning, for malpractices. For some days past Lau and a few of his friends have had their eyes fixed on a certain house at Wanchai—9, Albany Street. All by his lonesome this morning Lau started out to put his tactics into operation. As the clocks were chiming six he had opened out. He succeeded in effecting an entrance into the ground floor of the building, which is unoccupied, and through the back yard up the waterspout and into the first floor. Then he got down to business—“a minute” and he had collected five jackets, three umbrellas and a five-dollar bill, which he found in a drawer, and was starting to quit the premises. But here a tragedy nearly came about; for on climbing up the window to slide down the waterspout, Lau overbalanced himself and would have landed at the bottom had he not got hold of the window and steadied himself. The window rattled, the inmates awoke, and Lau's downfall came about.

## JAPANESE CHARGES AGAINST FOREIGN MERCHANTS.

## ANOTHER ATTACK BY THE “ASAHI.”

Some days ago we published a translation from the *Asahi* of an article in which serious accusations were made against British merchants who, it was alleged, had not fulfilled their contracts with Japanese merchants. Our Osaka contemporary now returns to the question and, having published practically a repetition of the article, now writes as follows:—“Many instances of dishonest and immoral practices of foreign merchants in business transactions have come to light of late, resulting in losses and inconvenience to Japanese merchants. The cases quoted by us are only the result of the latest transactions between foreigners and Osaka merchants, and the experiences of the Kanaguchi and Fuji spinning companies. When investigations are made into transactions between foreigners and Japanese merchants in all other parts of the country, it may be found that such cases are quite numerous. The examples are here, before our eyes, and the foreign merchants cannot repudiate the charges brought against them.”

The *Asahi* goes on to point out that for long there has been an evasive attitude in the transactions between Japanese and foreign merchants. In dealing with foreigners the Japanese from the first have always regarded foreigners as their superiors and in cases of dispute have tried to point in the foreigners' favour, so that dishonest practices on the part of foreign merchants—unless they were extremely unjust—have usually been passed without any strong protest. Dishonest practices on the part of foreign merchants have not notably increased of late, as it might seem. Indeed the situation in the past may have been worse than at the present time.

Credit is due; continues the Osaka journal, to the Osaka Chamber of Commerce, which has satisfactorily discharged its duty, in surveying the quality of the Java sugar, fair measure, woolen cloth, which was considered by the Osaka merchants not to be up to the quality of the samples. The Chamber of Commerce, which usually appears like “dead ash,” so to speak, renders good service. Disputes between Japanese and foreign merchants will become more numerous as business transactions between them increase and the services of the Chamber in surveying the quality of goods will be required more and more. It is essential that the Chamber, as the surveyor, should discharge its duties fairly and impartially, and there is no ground to question its integrity in the decision of the recent cases. Even the smallest unscrupulous dealer in the stream of business transactions is sufficient to impede and disturb the flow of the stream; if there are many rocks, the stream would be entirely dammed.

Our contemporary, having taken this poetic view of things, urges foreign merchants to reconsider their dishonest practices, which form the sunken rock in business; it also exhorts the Japanese merchants to be honest in their dealings, adding that discrepancies between samples and goods, breaches of agreements, the breaking of faith in business have been practices long in vogue among Japanese merchants. It is due to the Japanese merchants that they have been repeatedly cautioned against this evil. If there be any Japanese merchants who, in view of dishonest dealings on the part of foreign merchants, think it proper to resort to the same practices, credit and, spreading, destructive bacilli to the international trade of this country and such men are strongly to be condemned. (Japan Chronicle.)

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 6th inst.:—

There has been no activity in the market during the week, and we have very few changes to report. Banks—Hongkong and Shanghai Banks have not fluctuated during the week, and the quotation for both the old shares and new issue, and the new shares remain unaltered. The London rate is 2/8, a div. for the old shares. The new issue, and 2/8, for the new issue. Nationals are quiet at 3/1.

Marine Insurances.—Cantons are without business at 2/70, while North China are procurable at 7/1. Unions have been sold and there are further buyers at 5/60. Yangtze rates are steady at 1/70.

Fire Insurances.—There have been sales of China Fires at 3/8. Hongkong Fires are nominally quoted at 3/1. Canton and Manilla have further inquiries at 3/1. Hongkong, Canton and Manilla Steamboats are without business and unaltered at 3/8. Indo-China, Preferred and Deferred, can still be placed at quotations: Shell Transports can be sold at 4/5. There have been sales of Star Ferries old at 3/0. The new shares are quiet at 3/1.

Refineries.—China Sugars have found buyers at 9/8. Other stocks under this heading are unchanged. Chinese Engineerings can be sold at 1/15. Sales of Raubs have been put through at 3/7, and there are further buyers.

Docks, Wharves and Godowns.—Kowloon Wharves have declined to 3/5, with sellers. Hongkong and Whampoa Docks have risen to 1/10. Shanghai Docks are out of favour at 7/9. Hongkong Wharves have improved to 7/12, at which rate there are inquiries in the North.

Land, Hotels and Buildings.—Hongkong Hotels have been dealt in at 3/00, closing with further buyers. There are sellers of Hongkong Lands at 3/00, at which rate more shares are wanted. Shanghai Lands are offering in the North at the slightly increased rate of 1/1, 102.

Cotton Mills.—Ewos are inquired for at 7/15. Hongkong Cottons are quiet at 3/1. In a statement of this company's report for the period from 1st August, 1906, to 31st July, 1907, issued to shareholders, the general managers state that the balance at credit of profit and loss account, including \$21,660.48 brought forward from last year, is \$26,799.68, to which it is proposed to add the sum of \$50,000 from equalization of dividend fund, making a total of \$76,799.68 to be appropriated as follows:—To pay a dividend of 5% (50 cents) per share for the year, absorbing \$50,000, and to carry forward \$26,799.68 to next year's account. Shareholders are quiet at 3/1. While Lau Kung Mow can be secured at 7/15, 90. Soy Chees have dropped to 7/15, 300 with sellers.

Miscellaneous.—China Boreas have been taken off the market at 3/0. China Light and Powers have been sold at 3/6, and more shares are wanted. Green Island Cements are on offer at 3/1. Peak Tramways have improved to 3/12 for the old shares, and 3/10 for the new (\$1 paid up). Hongkong Ropes have further improved to 3/25, with buyers. Sales of Dairy Farms have taken place at 3/6, and there are further buyers, but no shares are obtainable unless at a higher rate. Langkats have advanced considerably, closing with buyers in the North at 7/35. Sumatras are somewhat firmer, and buyers prevail at 7/15.

Business has shown a slight improvement, and rates, after a decline in the early part of the week, close steady.

Banks.—We have no change to record in Hongkong and Shanghai Banks, which remain unchanged and without business. The London rates likewise have not fluctuated.

Marine Insurances.—Cantons are out of favour and neglected at 2/70. There are sellers of North China at 7/1, while Unions and Yangtzes are steady at 7/60 and 1/70 respectively.

Fire Insurances.—China Fires have again been placed at 3/8. Hongkong Fires can be secured at 3/15.

Shipping.—China and Manilla are still in demand at 3/1, but shares are scarce. Hongkong, Canton and Manilla Steamboats have slightly declined to 3/78. Douglas has improved to 3/14 at which rate sales are reported, and there are further buyers, after the declaration of a dividend of 3% per share. Shell Transports have weakened to 4/45. Star Ferries (old) have buyers at 3/20. The new shares have fallen to 3/10, but a firmer tone prevails and buyers rule the market at the rate.

Refineries.—China Sugars are quiet at 9/8. There are sellers of Perak Sugars at 7/10. Mining.—Chinese Engineerings are inquired for in the North at 7/15. Raubs are firmer at 3/7 after sales at the rate. We are informed by private telegraphic advices from Singapore that the crushing for the past four weeks yielded 1,048 ozs. smelted gold from 5,379 tons stone.

Docks, Wharves and Godowns.—Kowloon Wharves have depreciated to 3/4. Hongkong and Whampoa Docks are on offer at 3/1, reduced rate of 3/4. Shanghai Docks have declined to 7/18. Hongkong Wharves have strengthened to 7/15, 329 with sellers in the North.

Lands, Hotels and Buildings.—There are further buyers of Hongkong Hotels at 3/00, but no shares are obtainable at the rate. The report of the directors of this Company for the half-year ending June 30th, 1907, is issued. The profit and loss account, including the sum of \$37,753 brought forward from last account, shows a credit balance of \$3,881.50, which the directors recommended should be apportioned in the following manner:—To pay a dividend of 8 per cent. (84) per share for the half-year, which will absorb \$38,000, to transfer the sum of \$10,000 to repairs and renewals account. To write off furniture and fixtures \$4,928.88 and to carry forward the balance of \$10,025.88 to new account. Hongkong Lands are obtainable at 3/07. Humphreys Estates are wanted at 3/00. Shanghai Lands can be placed in the North at 7/15, 102.

Cotton Mills.—Ewos are firmer and buyers prevail at 7/15. Hongkong Cottons are unchanged and without business at 3/1. Other stocks under this heading are unaltered.

Miscellaneous.—There is a demand for China Boreas at 3/0, and China Light and Powers at 3/6. China Providents are quiet at 3/0. Dairy Farms have risen to 3/6 with inquiries. Peak Tramways have buyers at 3/12 for the old shares and 3/10 for the new shares (\$1 paid up). Hongkong Ropes can be sold at 3/15. Steam Laundrys are out of favour at 3/0. In their report for the year ending 31st May, 1907, the directors state that the balance at credit of profit and loss account is \$15,978.14. Out of this sum the directors recommended a dividend of 8% (40 cents) per share be paid to shareholders, which will absorb \$33,000 and write off machinery and plant \$7,500. The balance of \$478.14 is to be carried forward to new account. Langkats are in favour of the increased rate of 7/30. Sales of Walsels have been effected at 3/00.

## FREIGHT MARKET.

In their fortnightly circular of the 7th inst. Messrs. Lamke and Riggs state:—Throughout the fortnight extreme dullness has again characterized the freight market, only an occasional fixture here and there breaking the monotony, and prospects for the current month are disheartening. Several boats, kept in enforced idleness in ports and harbours, are in the interest of these and such others as will shortly terminate, present engagements, it is to be hoped that the expectations entertained in connection with the coming Yangtze crop will reach realization. Rumour, which however requires confirmation, says that Bangkok exports, a few weeks hence, may also assume sufficient proportions to warrant employment of a few boats.

As for actual business, the only fixture we reported at 14 and 15 cents in the direction Saigon to Hongkong. Further demand does not appear to exist.

Two prompt boats have been fixed for the voyage from Saigon to 1 port Philippines at 23 and 24 cents, respectively, according to quantity. There are indications of further tonnage being wanted for end of September loading, but as low as 20 cents being held out, owners are not eager to treat yet.

Saigon to Singapore a steamer is recorded on lump sum terms.

Bangkok for Hongkong for prompt loading there is nothing doing, and there is also an entire absence of demand for tonnage to load from Java for this route.

Newchwang continues in the same bad state as before.

Coal Freight:—Mojl to this \$1.50 has been paid. A very prompt steamer had to accept the same rate from Wanchow. The *Mei* to Swatow has had a charter at 1/70.

In sail freight there is nothing fresh to report.

Sail (tonnage) loading or to load:—For New York and for Baltimore.—British ship *Ring Gorge*, 2,057 tons, arrived 31st July. British bark *Lyndhurst*, 2,449 tons, arrived 26th July. British bark *Alcedo*, 2,491 tons, arrived 26th July. British bark *Scipio*, 2,608 tons, arrived 24th August. British bark *Lewishill*, 1,950 tons, arrived 24th August.

Sail Tonnage Disengaged:—None.

Departure of Sailing:—None.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 2/3 3/4  
Do. demand ..... 2/3 3/4  
Do. 4 months' sight .....











## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,350 tons, Captain S. Bell Smith.  
 "POWAN," 2,338 " " " " H. I. Black.  
 "FATSHAN," 2,260 " " " " C. V. Lloyd.  
 "KINSHAN," 1,995 " " " " B. Branch.  
 "HEUNGSHAN," 1,998 " " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SULAN," 1,651 tons, Captain W. A. Valentine.  
 "SUI-TAI," 1,651 " " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF. On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain W. Reynell.  
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.  
 "NANNING," 569 " " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th September, 1907.

## EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF  
 THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT  
 "PAUL BEAU"

will leave Hongkong, on SUNDAY, 15th inst. (weather permitting) at 9 A.M., and return from Macao at 5:30 P.M. the same day.

First Class single passage.....\$2.00  
 " " return " " " " " " " " " " 4.00  
 Second " single " " " " " " " " " " 1.00  
 " " return " " " " " " " " " " 1.50

MEALS AND REFRESHMENT SUPPLIED ON BOARD.

The steamer will be berthed at the Company's Wharf here and at Macao.

Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 14th, or on board on day of sailing.

For further particulars, please apply to

BARRETTO & CO.,  
Agents.

Hongkong, 11th September, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9:30 P.M. (Sundays excepted). Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet &amp; Co. For further particulars, please apply to—

BARRETTO & CO.,  
Agents.

Hongkong, 5th April, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"  
 SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.  
 These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.  
 A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
 The only First-class Hotel in Kowloon.  
 Most Charming and Popular Resort in the Colony.  
 Electric Lights, Fans and Call Bells.  
 Bath Rooms attached to Each Room.

Telephone Address:  
 "CHEF" HONGKONG,  
 Telephone No. 24.

Unrivalled for Comfort and Cuisine.  
 Thoroughly Up to Date with Every Modern Luxury.  
 Billiards and Bowling Alleys.  
 Moderate Terms and No Extras.  
 Modern Management.

O. E. OWEN,  
 Proprietor,  
 1708

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 614 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 408, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.  
 Liebers, Sontags, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "KLEIST" ..... About TUESDAY,  
 and YOKOHAMA } Capt. Ru Meyer ..... 24th Sept., 1907

NAPLES, GENOA, GIBRALTAR, } "PRINZ HEINRICH" ..... WEDNESDAY,  
 SOUTHAMPTON, ANTWERP } Capt. P. Grosch ..... No. 1, 25th Sept., 1907,  
 and HAMBURG } .....

MANILA, NEWGUINEA, BRIS- } "MANILA" ..... THURSDAY,  
 BANE, SYDNEY and MEL- } Capt. Minssen ..... Noon, 10th Oct., 1907.  
 BOURNE } .....

YOKOHAMA and KOBE } "PRINZ WALDEMAR" ..... About THURSDAY,  
 Capt. W. v. Senden ..... the 18th Oct., 1907.

KUDAT and SANDAKAN } "BORNEO" ..... Beginning of October,  
 Capt. Sembill ..... 1907.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD

MELCHERS &amp; G.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 13th September, 1907.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 6th September, 1907.

## Dentistry.

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consults free.

Hongkong, 10th Sept., 1904.

## Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

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## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &amp;c., apply to the—

MANAGER.

Hongkong, 4th December, 1907.

## To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at

PRAYA EAST, near East Point.

Apply to—

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Hongkong, 22nd June, 1907.

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A HOUSE in KNOTSFORD TERRACE,

KOWLOON.

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TO LET.

LARGE and SPACIOUS GODOWNS

Nos. 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

formerly in the occupation of the Admiralty.

Apply to—

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Hongkong, 1st September, 1907.

TO LET.

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OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

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2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

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AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 &amp; 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH &amp; ORANGE,

1, Des Voeux Road.

Hongkong, 13th August, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE, Barretto &amp; Co.

Hongkong, 24th July, 1907.

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON &amp; CO., LTD.

Hongkong, 29th June, 1907.

## For Sale.

## PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN &amp; Co.,

Agents, for

HONGKONG &amp; SOUTH CHINA.

Hongkong, 29th July, 1907.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost unnumberable) the symptoms are such that the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now what alone (absolutely essential) medicine can be given to restore the system to its normal state, and to give it the power to throw off these morbid feelings, and experience prove that as night succeeds the day this may be more certainly effected by a course of

THE NEW FRENCH REMEDY THERAPION No. 3

than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRESH.

A new science imparted to the people, what had so lately seemed worn-out, "used up," and valueless. This wonderful medicine is purely vegetable and innocuous, is agreeable to the taste, and is suitable for all constitutions and conditions, in either case, and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this new and powerful restorative essence, which is destined to cast into oblivion everything that had preceded it for the wide-spread and numerous class of human ailments.

VITAL STRENGTH &amp; ENERGY

to throw off these morbid feelings, and experience prove that as night succeeds the day this may be more certainly effected by a course of

THE NEW FRENCH REMEDY THERAPION No. 3

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THERAPION

is the principal

Chinese medicine for the treatment of all diseases, and is the only one that is purely vegetable and innocuous, and is agreeable to the taste, and is suitable for all constitutions and conditions, in either case, and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this new and powerful restorative essence, which is destined to cast into oblivion everything that had preceded it for the wide-spread and numerous class of human ailments.

THERAPION

is the principal

Chinese medicine for the treatment of all diseases, and is the only one that is purely vegetable and innocuous, and is agreeable to the taste, and is suitable for all constitutions and conditions, in either case, and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this new and powerful restorative essence, which is destined to cast into oblivion everything that had preceded it for the wide-spread and numerous class of human ailments.

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## WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station, a Talm Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—  
 Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above



## Intimation.

**WM. POWELL, LTD., ALEXANDRA BUILDINGS.**

**CHINA & GLASS DEPARTMENT.**

**HIGH CLASS POTTERY**

**TEA SETS, DINNER SETS, BREAKFAST SETS.**

**TOILET SETS, FRUIT SERVICES,**

**TEAPOTS, JUGS.**

**EVERY REQUISITE**

**HOUSEHOLD CROCKERY.**

**WM. POWELL, LTD., HONGKONG.**

Hongkong, 14th September 1907.

## Consignees.

**NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.**

## NOTICE TO CONSIGNEES.

**THE Steamship**

**"GOEBEN."**

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before MONDAY, the 9th of September, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of September, at 9.30 A.M.

All Claims must reach us before the 30th of September, or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by the Undersigned.

**NORDDEUTSCHER LLOYD.**

**MELCHERS & Co., Agents.**

Hongkong, 9th September, 1907.

**BOSTON STEAMSHIP COMPANY.**

## NOTICE TO CONSIGNEES.

**STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND MANILA.**

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**DODWELL & CO., LIMITED, Agents.**

Hongkong, 9th September, 1907.

**HAMBURG-AMERIKA LINIE.**

**THE H.A.L. Steamship**

**"BELGRAVIA."**

Captain Hildebrandt, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

This steamer brings on the cargo of s.s. "Suevia" from Antwerp.

**HAMBURG-AMERIKA LINIE.**

Hongkong Office.

Hongkong, 12th September, 1907.

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**

**"BORNEO."**

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

**E. A. HEWETT, Superintendent.**

Hongkong, 13th September, 1907.

**"INDRA" LINE, LIMITED.**

## NOTICE TO CONSIGNEES.

**FROM NEW YORK VIA SUEZ CANAL.**

**THE Company's Steamship**

**"INDRASAMHA."**

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, TO-DAY.

**JARDINE, MATHESON & Co., Agents.**

Hongkong, 13th September, 1907.

## RULER OF THE SEAS.

**GREAT BRITAIN'S NAVY COMPARED WITH FOREIGN FLEETS.**

The Admiralty recently issued a return, showing the strength of the fleets of Great Britain, France, Russia, Germany, Italy, United States, and Japan on March 31, 1907. The more powerful vessels are enumerated as follows:—

	Battleships	Cruisers (armoured).
Great Britain	60	30
France	31	18
Germany	32	6
Italy	15	6
Russia	10	13
United States	23	12
Japan	15	10

The British battleships are larger and their armaments more powerful than those of France and Germany.

In protective cruisers, first class, Great Britain leads easily with 21 vessels, against 7 for France, 7 Russia, 3 United States, 2 Japan, and Germany.

Of second-class cruisers Britain has 45, Germany and United States 16 each, France 12, Japan 11, Italy 4, Russia 2.

Of third-class cruisers Great Britain and France have 16 each, Italy 13, Germany 12, Japan 8, United States 16 each, Russia 1.

In the Scouts' class Britain has 8, other countries have no vessels of this type.

In torpedo vessels Britain leads with 20, France coming next with 14, Italy third with 9, Germany has only 1 torpedo vessel. Of torpedo boat destroyers Britain has 143, Russia 85, Japan 56, Germany 47, France 34, United States 20, Italy 17.

In submarines France leads with 40, Great Britain coming second with 7, then Russia with 20, United States 8, Japan 7, Italy 4, Germany 1.

## GROWING USE OF PEANUT MEAL.

Attention is being directed in Germany to the manifold advantages of peanut meal as a regular comestible. It is a well-known fact that for a long time it has been a staple article in the diet of the poor classes in Spain. The large amount of protein present—4.3 per cent—is double that contained in cotton-seed meal and about 33 per cent in excess of the protein in the meals from rape seed, colza oil, sesame oil, poppy oil, coconut and palm nut, as well as of such foods as beans, lentils and peas. Shimmilk cheese is, in fact, the only ordinary article of diet comparable to peanut meal in its percentage of nitrogenous matter. Bread made from pure peanut meal is light and porous but it is not palatable on account of a persistent poppy-like taste.

Recent experiments have shown that rye bread containing 25 per cent of peanut meal is scarcely distinguishable in taste from ordinary rye bread, while far more nutritious. The pure peanut meal can be advantageously employed for biscuits and crackers, as the addition of sugar and spices conceals the poppy taste. When dried and roasted, it furnishes an admirable material for soups, tasting much like ordinary bean soup. Rolls of the following composition: Wheat flour, 120 parts; peanut meal, 45 parts; sugar, 12 parts; salt, 1 part; water, 50 parts, are strongly recommended as exceedingly easy of digestion. There is probably as good a field for efforts to build up a market in Europe for the American peanut as for the endeavours to create a demand for cotton-seed oil. At present peanut meal and peanut oil come almost exclusively from Versailles, which is the chief centre of the European peanut trade and of the industrial treatment of this interesting product.

## "DON'TS" FOR MEN WHO BET.

## THE STRANGE SUPERSTITIONS THAT INFEST THE RACING GAME.

A man who bets heavily on horses that look tight to him was standing on the Crayesend lawn the other afternoon talking the next race over with his betting commissioner, says a writer in the *New York Sun*. He was just dismissing the commissioner to the rig to get down a heavy wager on his pick for the race when a racing man of his acquaintance strolled up behind him and placed an arm about the heavy bettor's shoulder.

"Hello, Ed," he said, "give me one of those cigarettes of yours."

The man who makes the plunge bets looked distinctly annoyed and let out an ejaculation. He produced a gold cigarette case, touched the spring and held it out to his acquaintance, but at the same time he called back his betting commissioner, who was making for the ring.

"Never mind that bet, Joe," said the plunger to the commissioner, when the latter turned in his tracks and came back at the summons. "I'll stay off."

A racing man standing near the group explained the little incident.

"The sky-link player who flagged the race because his acquaintance bonked him for a cigarette," he said, "is one of these superstitious mustang players. His main bug is that when anybody maces him for one of the paper smokes before a race he is bound to lose no matter what he goes to in the race."

"When the touch for a cigarette comes in time, as it did just now, he stays off the race altogether, no matter how much alive the one he has picked may look to him. He's been nursing that bug for two or three years now."

"Some of the most level-headed of the big players are the fellows with the oddest superstitions."

"One of them, a man who rarely or never bets less than \$2,000 to a race, and who not uncommonly unloads to the tune of ten times \$2,000 when his convictions are strong, has the queer weed that if he catches sight of a woman with the string of one of her low-cut shoes untied, he's in bad. He tried for two years to beat that one down by disregarding it, but it finally tied him in bow knots."

"This bug of his goes back to a day, three or four summers ago, when he brought a woman friend to the track. On the way to the track he had to stoop down and tie one of other of the strings of her low-cut shoes several times, and finally, in a moment of hot-weather politeness, he said to her that it was wonder she couldn't rig herself out in a pair of kicks that wouldn't keep a man kneeling on the ground in front of her like an idiot half the time."

"This made her sore, and when the train reached the track she promptly got into a carriage and returned to New York, telling him before she went that she hoped he'd drop the whole bug and mind his own business. He dropped it right enough."

## Public Company

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.

**DOUGLAS LAPRAIK & Co., General Managers.**

Hongkong, 7th September, 1907.

## For Sale.

## CLEARANCE SALE.

FOR ONE WEEK ONLY.

COMMENCING on MONDAY, the 16th instant.

**CAMPBELL, MOORE & Co., LD.,**

29, Queen's Road Central.

Hongkong, 13th September, 1907.

## IRISH TERRIERS.

FOUR PURS (male), Thorough-Bred, 6 weeks old. For sale. Prices moderate. Apply to—

**C. A. Cjo Hongkong Telegraph.**

Hongkong, 30th August, 1907.

**HUMBER CYCLES.**

**THE BEST IN THE WORLD.**

**Cycles Makers**

**BY ROYAL WARRANTS**

**TO H.M. KING EDWARD VII.**

**AND H.R.H. PRINCE OF WALES.**

WITH THE LATEST, BEST 3 SPEEDGEAR, GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each. GUARANTEE FOR 3 YEARS. WILL CLIMB ANY HILL ON THE LOW GEAR.

*Portsmouth Evening News*:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

## DRAGON CYCLE DEPOT,

**AGENTS,**

11, D'AGUIAR STREET and KOWLOON.

Hongkong, 19th July, 1907.

## THE HONGKONG STUDIO

**HIGHER CLASS PHOTOGRAPHER.**

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE

Hongkong, 10th September, 1907.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

**THE MANAGER, Hongkong Telegraph Co., Ltd.**

Hongkong, 13th September, 1907.

## Consignees.

## NOTICE TO CONSIGNEES.

**STEAMSHIP "VINE BRANCH," FROM SYDNEY AND MANILA.**

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**DODWELL & CO., LIMITED, Agents.**

Hongkong, 11th September, 1907.

## Intimations.

**THE BRIGHT SIDE**  
of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Haskin More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude "no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

**WAMPOL'S PREPARATION** have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and exhausting complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B.A., M.D., L.R.C.S. Edinburgh, L.R.C.P., London, Physician Woman's Hospital—Professor University of Dishes College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take. You can take it with the assurance of getting well. It never disappoints. Sold by all chemists."

47

**THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.**

(CAPITAL PAID UP .....\$1,000,000.)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

**SHEWAN, TOMES & Co., General Managers.**

Hongkong, 22nd May, 1907.

525

**PEAK TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.00 a.m. to 9.30 a.m. ...Every 10 minutes.

9.30 a.m. to 11.00 a.m. ...Every 15 minutes.

11.00 a.m. to 12.45 p.m. ...Every 15 minutes.

12.45 p.m. to 1.15 p.m. ...Every 10 minutes.

1.15 p.m. to 1.45 p.m. ...Every 15 minutes.

1.45 p.m. to 2.15 p.m. ...Every 10 minutes.

2.15 p.m. to 3.00 p.m. ...Every 15 minutes.

3.00 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

**NIGHT CARS.**

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.

9.00 a.m. to 9.30 a.m. ...Every 30 minutes.

9.30 a.m. to 10.30 a.m. ...Every 15 minutes.

10.30 a.m. to 11.00 a.m. ...Every 10 minutes.

11.00 a.m. to 12.00 noon ...Every 15 minutes.

12.00 Noon to 1.00 p.m. ...Every 10 minutes.

1.00 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 6.00 p.m. ...Every 10 minutes.

6.00 p.m. to 7.00 p.m. ...Every 15 minutes.

7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

**NIGHT CARS as on Week Days.**

**SATURDAYS.**

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

**SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.**

**JOHN D. HUMPHREYS & SON, General Managers.**

Hongkong, 4th June, 1907.

550

**MR. E. E. SMITH**

WITH CHARLES C. MACKEE,

Representative in Orient,

Operating with HUTCHISON & Co.,

HAS ARRIVED IN HONGKONG,

Staying at Connaught Hotel.

Knitting Machinery, and All Knitting Mill Accessories.

Cotton and Woollen Machinery.

Sewing Machinery, and Kindred Specialties.

Rice and Flour Mill Machinery.

P



## Intimation.



**A. S. WATSON & CO.,  
LIMITED.**

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

**WATSON'S  
HOUSEHOLD  
AMMONIA.**

An Elegant Preparation for the Toilet and  
Bath, Refreshing and Invigorating.

## LOTION

FOR

**PRICKLY HEAT.**

An Efficacious Remedy.  
GIVES INSTANT RELIEF.

**PURE CARBOLIC  
SOAPS.**

Highly Recommended by the Medical Faculty.

## STRONG MEDICAL

Guaranteed to contain 20 per cent. of  
Pure Carbolic Acid.

## MEDIUM

Guaranteed to contain 10 per cent. of  
Pure Carbolic Acid.

## TOILET SOAP.

Guaranteed to contain 5 per cent. of  
Pure Carbolic Acid.

**FRAGRANT TOOTH  
WASH.**

Antiseptic and Detergent—Whitens the Teeth  
and strengthens the Gums.

**A. S. WATSON & CO.,  
LIMITED.**

CHEMISTS, DRUGGISTS AND  
PERFUMERS.

THE HONGKONG DISPENSARY.  
Hongkong, 7th September, 1907.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, SEPTEMBER 14, 1907.

CHINESE COMMERCIAL  
SCHEMAS.

An unimportant-looking paragraph which appeared in last night's issue of the *Hongkong Telegraph* may possibly be deemed worthy of deeper scrutiny than a first view of it, its relative importance to the Colony might have seemed to warrant. The paragraph in question set forth in simple terms the fact that "the Board of Agriculture, Industry and Commerce have resolved to organise a large steamship company in order to inaugurate a service between the Chinese ports and North and South America, Australia and the Straits Settlements. It is not yet decided whether the company will be managed by the Government or by private merchants, but in either case a subsidy of several hundred thousand taels per annum will be provided for it." Had it been the case that the energetic ex-Viceroy Shum still occupied his old post at Canton we should have been inclined to suspect that he had a hand in this movement to establish a Chinese mercantile marine service. But Shum for the nonce is hiding his face in darkness waiting for more propitious days to come when his numerous schemes for the aggrandisement of his compatriots may be brought to fruition. Nevertheless, there is such a close connection between the latest idea and that which was propounded by Shum when he proposed to revive the glories of Whampoa as the port of South China, at the expense, of course, of Hongkong, that we are seriously of opinion that if Shum is absent his influence still prevails. The very fact that the statement does not say whether the company is to be managed by the Government or by private merchants is reminiscent of the ex-Viceroy. Readers will remember how Shum evolved a scheme to connect Canton with Whampoa by rail, how the line was to run to Amoy and how he asserted that the immense cost was to be borne by a private individual, Chang, the ex-Minister of the Interior. That sounded patriotic and in the light of the Yuet-han Railway's administration was not inconceivable. But when the Viceroy began to issue proclamations broadcast ordering the people owning land over which the railway would pass or which might be essential for railway purposes to vacate their grounds without fuss or trouble, else the strong arm of the Government would be down upon

them, it began to be suspected that things were not exactly what they seemed. There were to be godowns and store-houses at Whampoa, the river was to be deepened and the silt cleared away, in fact a Liverpool of the Far East was to be created at the gates of Hongkong, in something less than a decade. All this was in perfect keeping with Shum's recognised policy that China should "keep her air fish-guts for her ain sea-maws." But with the Kowloon-Canton railway on the tapis it would have been ridiculous to admit that the Provincial Government had anything whatsoever to do with the scheme. Certainly the Government were not averse to lending a kindly countenance to Mr. Chang's private venture, but how could the Government deal with such a tremendous affair involving the expenditure probably of millions when the Government treasury was bare? In an interview with a representative of this paper Taotai Wen, who was Shum's eyes and ears, confederate and dependant, scouted the very idea that there was any suggestion that Whampoa should be created a rival to Hongkong, but his arguments were scarcely convincing and certainly failed to convince the intelligent people of Hongkong. The departure of Shum was to some extent responsible for the abrogation of the scheme, but the real reason, was that when the British authorities discovered—that is to say, when the fact was plainly brought to their attention—that the construction of a line from Canton to Amoy would be a violation of the Agreement signed by the Chinese Government and the British and Chinese Corporation in connection with the Kowloon-Canton railway, representations were made to Peking by the Government of Hongkong, through the British Chargé d'Affaires at the capital and the scheme was strangled in its infancy. The Amoy line would, of course, have tapped the Anglo-Chinese trade and nullified the benefits which are expected to accrue from its operation. Now that plan being obliterated, the Chinese authorities are said to be filled with the intention of organising a steamship company which is to trade between Chinese ports and North and South America, Australia and the Straits Settlements. That is a big idea even in a land where there is room for big ideas to develop, but there is no reason why it should not be successfully carried out. In such a case where would Hongkong be when the trade of South China was diverted to Canton, and steamers called at the port of delivery instead of the general distributing centre? It is a disquieting thought, but who shall say that the result is impossible? Then we might all live in mansions at the Peak at peppercorn rents, but the difficulty would be to acquire the peppercorns, a difficulty which would prove as great as is that of gathering in the dollars which landlords exact at the present time. After all, the "resolution" of the Board of Commerce, etc., is still in the air and, for the sake of Hongkong, we may trust that it will remain in its state of suspended animation.

## LOCAL AND GENERAL.

THE name of the Victoria Necropolis Company, Limited, has been struck off the Register of Companies.

THE Volunteer Concert advertised for tonight is postponed *indefinitely*, owing to the inclement state of the weather.

THE appointment of His Honour Mr. A. G. Wise as Chief Justice during the absence on leave of His Honour Sir Francis Piggott, Kt., with effect from the 5th instant, is gazetted.

HIS Excellency the Governor has been pleased to appoint Mr. R. F. Bray to act as local auditor during the absence on inspection duty of Mr. H. R. Phelps, with effect from the 9th instant.

PARLIAMENTARY Paper containing a report by Sir Henry Benge, K.C.B., K.C.J.G., of the proceedings of the Brussels Permanent Sugar Commission at the session held in June last, may be seen at the Colonial Secretary's office.

A RUMOUR is current in Chinese circles in Singapore, says the *Free Press*, that a Chinese boy, about sixteen years of age, has been sold as a slave to a certain zailing house in town. He is believed to have recently arrived from China. A correspondent, who says he has seen the alleged slave, declares that he has twelve fingers and twelve toes.

A WASHINGTON despatch of September 7 to the *Manila Cable News* says:—"The London *Standard* announces that Theodore Roosevelt will not accept a nomination for a third term as President, but will endeavor to secure the nomination and election of William H. Taft by the Republican party, and that he will after the seating of Taft, accept the appointment of 'Pro-consul' to the Philippines."

THE offices of the Supreme Court will be open day during the Long Vacation, except upon public holidays, from 10 o'clock in the forenoon, until 1 o'clock in the afternoon (subject, however, to the provisions of section 5 of the "Supreme Court (Vacation) Ordinance, 1898," so far as it relates to the criminal sessions), from the 20th day of September, 1907, until the 17th day of October, 1907 (both days inclusive).

## TYPHOON IN HONGKONG.

## FLOODING POPULATION SAFE.

## GARDENS AND STREETS WRECKED AND DESTROYED.

Within four days of the anniversary of the memorable typhoon of 1906 Hongkong has again been swept by a cyclone, very closely approximating in fury to that of the last 18th of September. Fortunately, on this occasion, the approach of the typhoon had been known for days by the floating population of the Colony, and so far as can be ascertained from all official and other sources there has not been a single life lost as the result of the visitation. But the damage on shore has been great, particularly in the destruction of Hongkong's more 'esthetic features such as the Public Gardens. Last year Sir Matthew Nathan, in referring to the effects of the typhoon then, said that the gardens would not recover their original bloom and beauty within ten years. Whatever has been done in the interval to redeem the Colony's only gardens which can be enjoyed by the poor—Hongkong's nursery, in fact—where the children of the congested areas may forget the sordid surroundings of their daily life, has been partly undone, and what remains serves as reminders of what had been achieved by the Botanical and Afforestation Department in the short space of twelve months.

That apart, the fact that human life has been spared, and that we have not been subjected to the ghastly scenes which marked the decline and disappearance of the storm last year, is matter for infinite thankfulness. Not a sampan appears to have suffered; the few steamers which remained at anchor in the centre of the harbour rode safely throughout the long hours when the wind was at its fiercest; while the small steamers left their moorings at the wharves and weathered the gale at Stonecutter's Island. Yaumati had apparently nothing to report in the way of casualties, and the other districts on the peninsula are equally barren of intelligence, which in this case certainly justifies the old adage which has it that no news is good news. What the damage done on shore will amount to it is impossible to estimate. Stretches of the thoroughfare along Praya East were swept by the combined forces of the sea and the sky, and huge ragged patches of roadway, scarred and torn, are evidence of the violence of the storm. Many houses were stripped of jalousies and shutters while there was supreme desolation among those floral ornaments which decorate houses in Hongkong.

It is doubtful whether, even when at its worst, which was probably in the early hours of this morning, the typhoon rose to the height attained by its short-lived predecessor. But it was much more prolonged, with the result that the damage it caused was more the effect of the continued assaults made by the wind and rain which were driven furiously and at times with incredible force over the Colony. Indeed, the fact that the storm wreaked its effects afterwards, in the main, seems to be evident from the numerous collapses which occurred this forenoon when the gale had exhausted itself. But even they were not of a very serious character, being practically insignificant and conducive more to interest on the part of the spectators than alarm.

The principal burden of the typhoon's depredations will fall on the Director of Public Works and the Superintendent of the Botanical and Afforestation Department, who, by this time, are well accustomed to their respective tasks. Mr. F. G. Figg, Director of the Hongkong Observatory, deserves all praise for the early intelligence he afforded the residents of the Colony of the coming of the storm. Long before it had burst over the island and all who might have otherwise been in danger were safely bestowed for the night, and it will be interesting to observe whether Mr. Figg will on this occasion reap the reward of his services in a chorus of laudation as a set-off to the revellings which were freely offered when he or his assistants failed to do the impossible last year.

## COMPARATIVELY LITTLE DAMAGE.

## SHIPPING SAFELY SHELTERED.

Within a week of the anniversary of the memorable Typhoon of the 18th September, 1906, Hongkong has been visited by another of those seasonal storms which have earned for this island somewhat unenviable notoriety. Fortunately for the Colony the storm which passed over Hongkong last night and the early hours of this morning, though longer in duration, was not of the same force and intensity as its predecessor. Thanks also to the ample warning issued from the Hongkong Observatory on Thursday, and yesterday, together with the cablegrams originating from Manila and communicated to the local Press by courtesy of the U.S. Consul-General in Hongkong, the shipping, which suffered so enormously in the disastrous typhoon of last year, appears to have escaped with perfect immunity last night.

## THE TYPHOON'S FORERUNNER.

The first indications of an approaching storm in Hongkong were felt late on Thursday evening when shortly after six o'clock a thunder-

storm, accompanied by torrential rains, broke over the Colony. It was but the harbinger of the typhoon which was making its slow progress northwards from Guam which crossed southward later in the night. At 9.30 p.m. the same (Thursday) evening the Observatory Officials at Kowloon issued orders to hoist the No. 2 night signal. The three vertical lights—Green, Red, Green—exhibited from the yard-arm of H.M.S. *Tamar* and repeated from the Harbour Office Flagstaff and other signal stations indicated a typhoon to be situated less than 300 miles from the Colony. As nearly as could be forecasted a depression appeared to be developing in the China Sea in the S.E. of Hongkong. At 5.45 the following morning (Friday) the night signals made room for the Black Cone point downwards over the Drum, denoting the existence of a typhoon S.E. of Hongkong within 300 miles. In the Observatory bulletin issued yesterday forenoon, Mr. Figg, the director, reported at 11 a.m. that the barometer had risen slightly over Formosa and the S.E. coasts of China, and fallen considerably in Hongkong. The depression, in fact, was a typhoon. It appeared to be situated about 125 miles to the S.E. of Hongkong and to be moving towards W.N.W. at the time. Pressure remained high over N. China. Strong E. winds were likely to prevail in the Formosa Channel, and cyclonic gales along the Northern shores of the China Sea. The forecast for Hongkong and neighbourhood was "N.E. probably veering to S.E. gale; squally, rainy." How correct the warning was, the experience felt later in the evening and throughout last night and early this morning sufficiently evidences the scientific accuracy and precision of the Hongkong Observatory's deductions, carping critics notwithstanding.

The shipping in the harbour and the native maritime population took timely warning from the official bulletin. From the big ocean liners to the smaller coasting steamers, and the huge steel lighters to the diminutive slipper boats—all sought shelter before dusk. Those few, not more than a dozen or so, like the *Empress*, and other large vessels which preferred to remain at their moorings, were left with the whole expanse of water to themselves from the shores of Victoria to Kowloon. They, nevertheless, took the extra precaution to pay out more cable in order to cope with the buffeting of wind and sea. In Hungnam Bay, before nightfall, there was a promiscuous agglomeration of tramp steamers, a couple of river boats, a steel water-bowl of the Union Co., besides a number of launches, junks, etc. Farther in the distance in Kowloon Bay a fleet of not less than eleven large-sized ocean-going vessels were riding snugly at anchor for the night. Beyond, and at no great distance from Junk Bay, the "argosies of magic sails" in the immense fleet of fishing junks had taken refuge on the lee of the towering hills which form the northern background of the land-locked harbour of the city of Victoria.

It was in the Causeway Bay Shelter, however, that the busy floating population of the Colony had gone in their thousands to be protected from the merciless onslaught of a devastating typhoon which happily, last night's storm did not prove to be as its predecessor of a year ago. Within the bay enclosed by the Breakwater was a veritable sea of masts, included among which were dozens of diminutive funnels of the privately-owned and public launches which have made the harbour of Hongkong famous for the number and beauty of design of this particular class of steam vessels.

## AT YAUMATI BAY

Within safe distances of one another, the peering lenses of a good telescope from any house on the higher levels of Victoria could easily pick out a stately fleet of not less than twenty-six steel and wooden lighters of between 500 and 1,000 tons capacity each. They included the fine, capacious lighters of the Peninsular and Oriental Steam Navigation Co., those of Messrs. Butterfield and Swire, others owned by Messrs. Jardine, Matheson and Co., the Hongkong, Canton and Macao Steamboat Co., and also of the Hongkong and Kowloon Wharf and Godown Co. Some of the Union Steam Water Boat Co.'s vessels, numerous launches and hundreds of junks and sampans were collected together in the bay off Yaumati, between the Naval Yard Camber and Cosmopolis and Dock, for the night.

## BEHIND STONECUTTER'S ISLAND.

Near Stonecutter's Island on the Victoria side of the harbour were the river steamer *Hungshan* and *Sut-An*. Behind the Island, a tolerably fair fleet of German coasters and other smaller steamers had taken shelter.

Thus comfortably accommodated the entire shipping went through the twelve hours' storm without so much as a single incident or casualty to report at time of writing.

## ON THE UPPER LEVELS.

It would appear that the only damages to be recorded in connection with the gale are those which must be chronicled as having occurred ashore, and these are fortunately limited to nothing more than floods and wreckage in private and the Public Gardens, and the reported collapse of two houses in the native quarter of the town. As to the latter rumour no verification could be obtained at official sources. The Police headquarters had no news of the occurrence. The report can thus be dismissed as having had its origin with idle gossipers.

## ON THE UPPER LEVELS.

Starting on a tour of perambulation at an early hour this morning, our reporter gained the heights of Sir Paul Chater's conspicuous residence, "Marble Hall," on Conduit Road. Traversing the entire length of this magnificent promenade it could be seen that the sharp gusts of wind overnight had played havoc with scores of flower-pots in carefully laid-out gardens and *parterres*. Descending to Robinson Road and proceeding eastward from "Derrington"—Mr. Choa Leep Chee's charming house—the spectacle presented itself of numerous plant-pots being overturned and their contents emptied across the roadway. While from the boundary wall of the villa-like

bungalows known as "Dunheved" and "Stonyhurst" beautiful streams of crystalline water poured out into the side-channel. In their unrush the gravel roadway beyond the concrete lining was literally washed away for a depth of several inches. Between "Dunheved" and Elliott Crescent huge branches of the stately pagoda-trees which lent such grateful shade at this particular spot of Robinson Road were broken, off the trunk and bodily carried against the pathway leading to one of the private lawns above. Seymour terrace suffered no damage, but for the flooding of the garden, common to the eastern section of the terrace, and the smashing up of half-a-dozen flower-pots. In Helios Terrace nothing was noticeable. The same has to be said of St. Joseph's College and the Japanese residences opposite on the elevated plane known as "Stonehenge."

## A MOST PICTURESQUE SIGHT.

however, was presented by the slopes of "Fairview," the western half of which is in Dr. K. Just's occupation. Green sheets of a foaming stream were pouring down the steep zig-zag incline which serves as the approach to "Fairview" from Robinson Road. For a height of some thirty feet the rain-water, which had been collected in a sort of catchment area formed by the grounds of "Fairview" and "Stonehenge," poured down with a mighty rush and in its descent presented all the appearance of a beautiful cataract in miniature. The side-channel was not wide enough to carry off this heavy volume of water, and the road was in consequence cut up for a width of about two feet and as deep again to assist the outflow of this immense volume.

The storm-water channel in "Glenealy" Ravine was choked by sand and detritus washed down from the hills.

## THE PUBLIC GARDENS.

It was at the public gardens that the greatest amount of damage, as the result of the storm, was noticeable. In what is known as the "New Gardens" much damage, which will take time to restore, was done. The luxuriant tropical palms on the green lawn, the fine collection of Oregon and Australian palms and numerous ornamental creepers suffered from the effects of the wind and heavy rains. Near the Deer Pens at the eastern gate, a large flowering tree, indigenous to Hongkong, was uprooted. Large branches of an exceptionally fine specimen of the ylang-ylang tree loaded with fragrant blossoms, besides one of the few "Jackfruit" trees in the Gardens, were lopped off. The opposite gate—the Peak Road entrance to the Gardens—was blocked by debris from the huge Brazilian nut tree. The roof of the unused Band Pavilion had portions of the tin-lining and rain-water pipes stripped off. The shady "silk-oak" avenue of the second terrace above the Fountain is denuded of much of its beauty. Indeed, it will be years before the avenue will be again what it had been. Thanks to the precaution taken by Mr. W. J. Titcher, the superintendent of the Botanical and Afforestation Department, almost the entire collection of the polyplants of the more choice varieties had been saved. These were removed to shelter on the previous evening. The flower-beds presented a sad spectacle for the most part, notably those where the crimson coxcombs had been planted. At the main gateway the visitor was confronted by a quantity of wreckage which partially blocked the way.

Even at this early hour the head gardener was superintending a staff of coolies in removing the debris.

## CLEARING THE STREETS.

Too much praise cannot be bestowed upon the officials of the P.W.D. and the Afforestation Department for the promptitude with which the work of removing the refuse has been begun. Early in the day spare conservancy carts were brought up to convenient points to load the heaps of branches, leaves, etc. that had been collected at street corners preparatory to removal.

## THE PUBLIC LIGHTING.

Throughout the night the dual system of the street-lighting was maintained with perfect efficiency. Early in the forenoon Mr. E. W. Terry, of the Gas Works, was going over the principal streets looking for any defects or breakdowns. When questioned by a representative of the *Hongkong Telegraph*, Mr. Terry had the satisfaction of informing him that not a single report, much less a complaint, of any breakdown had been received at the head office. Similarly was the electric lighting service—both public and private—maintained.

## THE TRAMWAYS.

The Tramways were conducted without any disorganization much to the convenience of the public on the lower as well as on the upper levels.

## THE KOWLOON FERRY.

In order not to inconvenience Kowloon residents, the "Star" Ferry Co. kept their double-enders running to as late an hour yesterday as was consistent with safety. The last "Ferry" was at 8 p.m. yesterday, the service being resumed at 10.30 a.m. to-day.

## THE RIVER STEAMERS.

The s.s. *Sut-Tai* from Macao did not leave for Hongkong to-day, while her sister-ship the *Bui An* sought shelter at Stonecutter's and remained there throughout yesterday. There was thus no steamer from or to Macao. The *Fut-shan*, which left for Hongkong from Canton, yesterday had not arrived at the time of writing, and the presumption is that she is safely anchored in shelter somewhere near Tin Shui Wai. The *Hungshan* steamed to her wharf shortly after eleven this forenoon and embarked passengers for Canton to-morrow.

## U. S. MAIL POSTPONED.

Owing to the unsettled condition of the weather, the Pacific Mail S.S. Co. will not be able to dispatch the *Manchuria* with the American mail until to-morrow at noon (Sunday), weather permitting. Other postponements include the *Rubi* for Manila, and the *Kwangyang* for Swatow and Shanghai.

## BAROMETRIC READINGS.

By courtesy of Messrs. C. J. Gaupp & Co. and Geo. Falconer and Co. we were enabled to obtain the following barometric readings—

From Gaupp & Co.:  
13th—6 p.m. 29.56  
10 p.m. 29.56  
14th—1 a.m. 29.50 (lowest reading).  
3.30 a.m. 29.50, then rising steadily until 6.00 a.m. 29.57.  
12.00 (noon) 29.76  
From Falconer & Co.:  
13th—5 p.m. 29.55  
14th—1 a.m. 29.47 (lowest reading).

## ADDITIONAL PARTICULARS.

With the unsettled state of the weather which broke over the Colony on Thursday afternoon, the storm which struck Hongkong last night was not altogether unexpected. It reached its climax shortly after midnight in a furious downpour, in which 5.38 inches of rain fell, and although, we are pleased to state, no serious damage was done, both ashore and afloat, while the blow lasted it did a variety of unusual things. From after midnight, when the banging of doors and clattering of windows made a tune of its own, until about eleven o'clock this morning the wind continued to blow with a force nearly approaching a full-fledged typhoon, rendering it impossible up to the fifth hour to ride in aricksha with anything approaching safety.

## STREETS FLOODED AND DESERTED.

Throughout the day the rain fell, at certain times, in torrents, flooding some streets. The sewers proved entirely inadequate to carry off the sudden deluge, and, save for a few rickshas and chairs, the streets were practically deserted.

## H.K. HOTEL SHORING COLLAPSE.

From the roof of the eastern portion of the Hongkong Hotel there existed up to yesterday some shoring which was placed to keep up the uncollapsed portion of the facade. Part of it is there no longer. At nine o'clock this morning, damped by the rain and assisted by the wind, that part fell to Messrs. A. Ling and Company's roof, breaking away a small part of the cornice facing on the Queen's Road side, followed by a shower of bricks, mortar and bamboo poles into the street. Happily, no one was injured.

## CHAIR COOLIE HURT.

The only accident that was registered was that which occurred to a chair coolie, who had to be medically treated. Mr. H. S. Humphrey, an assistant in the International Bank, was riding in the chair at the time. Going along Macdonnell Road at about ten o'clock a gust of wind caught the chair broadside on and blew it into the side channel. The foremost coolie managed to escape injury, but his conferee at the other end was not so lucky. He was unable to get his neck out of the shaft and was consequently pinned to the ground. When he was released it was discovered that he had broken one of his fingers on the right hand. He was taken to Dr. Jordan's surgery, which was close by, where part of the finger was amputated, the other part placed in splints. Mr. Humphrey, notwithstanding his shock, was in no way injured.

## COLLAPSE OF A WALL.

The only other collapse, as far as we can learn, that occurred during the storm's busiest hour, was that at 7 and 9, Tank Lane, Central district. The wall at the back of these buildings fell, owing to the foundation which consisted of soft clay—raised to about eight feet above the level of the street—being washed away.

## OUT-STATIONS UNTOUCHED.

The only report received at headquarters from Wanchai district was the uprooting of a huge tree at the junction of Vatheson Street, West Point and Tsim-tsa-tsi appeared to have got off scot free. Owing to the stoppage of the ferries intelligence from Yau-ma-tei and Shau-ki-wan is not yet to hand. It is not believed, however, that anything serious happened at these out-stations. From the Harbour department we learnt that "all's well" with the shipping.

## OBSERVATORY REPORT.

On the 14th at 6.30 a.m.—Orders issued to hoist the Black Cone point downwards and Ball (indicating a typhoon S.W. of Colony within 300 miles).

At 12.35 p.m.—The typhoon has probably reached the Coast to the S.W. of Macao, after passing near Gap Rock early this morning.

The barometer is rising quickly in Hongkong and a slight rise has taken place also, along the China coast to the Northward. Over Japan and the Loochoos pressure has decreased. The highest pressure is still shown over N. China and the Sea of Japan.

Moderate N.E. winds are expected to prevail in the Formosa Channel, and cyclonic strong winds and gales over the North part of the China Sea.

Hongkong rainfall for the 24 hours ending at 2 a.m. to-day, 5.38 inches.

## FORECAST.

- 1.—Hongkong and neighbourhood, S.E. winds, decreasing; squally, showery.
- 2.—Formosa Channel, N.E. winds, moderate.
- 3.—South coast of China between Hongkong and Lamooks, S.E. to E. winds, fresh.
- 4.—South coast of China between Hongkong and Hainan, Cyclonic gales.

An Order of His Majesty the King in Council is published, in the *Gazette* giving effect to a Supplementary Convention between the United Kingdom and Belgium, amending Article XIV of the Treaty of Extradition of 19th October, 1901.

His Majesty the King has not been advised to exercise his prerogative of disallowance with respect to Ordinance No. 7 of 1907, entitled, An Ordinance to amend the Law relating to Bills of Exchange, and Ordinance No. 8 of 1907, entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903.

The swimming race across the harbour has been postponed until Monday, the 16th instant, on account of the typhoon. A start will be made from the Police Pier at 4 p.m. and it is to be hoped that those interested will be rewarded with good weather and that the swimmers will likewise be recompensed with a smooth course.



## Telegrams.

[Reuters.]

## The Russian Royal Yacht Ashore.

London, 12th September.  
The Tsar's yacht *Standart* grounded on some submerged rocks, westward of Hangow, in the Finnish Archipelago, yesterday.  
The yacht remains fast on the rock.  
A lifeboat and two torpedo boats are standing by.  
The Tsar and his family remain on board.

The Tsar and Royal Family on board the *Standart* have been safely transferred to the cruiser *Asia*.

The public of St. Petersburg are ignorant of the accident, and nothing appeared in the morning papers about it.

## Chinese Immigration.

In view of the steady influx of Chinese into Jamaica, the Government is being pressed to pass a prohibitive Alien Law.

## The Trouble in Vancouver.

The excitement in Vancouver is subsiding. The s.s. *Monteigo* has arrived, bringing 905 Hindus and 263 Chinese and Japanese.  
Mr. Ishui, the Japanese immigration commissioner, says that a telegram from Tokio shows that Japan will not make an international incident of the Vancouver riots, but will ask for an indemnity to the individual Japanese sufferers.

## THE MONOPOLISTS' PARADISE.

BRUNEI.

In the course of an interesting article the *Free Press* says:—

The area of Brunei is about 3,000 square miles and the coast line is one hundred miles in extent. The population of the capital is estimated at 10,000 and the town is distant from Labuan about 42 miles, communication being kept up by launches and Chinese schooners. A request having come from the Sultan for a more definite form of protection than he enjoyed under the 1888 treaty, the country was put under similar governmental conditions to the F. M. S. and the treaty being signed, Mr. McArthur was installed as Resident.

## A COUNTRY IN LAW.

The rulers had lived not only from hand to mouth, but had mortgaged the country up to the hilt, and for years the Government had never received any direct revenues. From time to time when the Sultan or others required funds one after another of the available means of raising money had been farmed out to monopolists, and the state was in the unhappy position that all the money which should have come into its coffers flowed instead into the private purses of certain monopolists, who doubtless made good things out of them. The first thing to be done was obviously to put an end to this state of affairs, and it is interesting to note that during the year or less than 27 monopolies were bought out. Of these the highest prices given were \$11,600 for the sundry goods tax, a ten per cent. duty on all imports, \$9,000 for the spices and Java tobacco monopoly, a similar sum for the general import and export monopoly of the Tutong district and \$9,950 for the opium monopoly. In fact the redemption of monopolies which included apparently practically all the sources of revenue of any value cost the sum of \$51,105. The revenue for the year amounted to the sum of only \$18,173, but this was whilst many of the sources were still in the hands of monopolists, and in the case of the poll tax following the general system of things, most of the money had been collected in advance.

## BORROWING TO PAY DEBTS.

Having this interesting financial problem, to face the only possible course was the borrowing of a loan large enough to pay off monopolies, provide for the administration, and generally set the country on its feet again. The F. M. S. came to the rescue with \$200,000, little enough to rescue a country from ruin, as it might appear, and of this aid revenue about \$182,431 was expended. Considering that out of that amount not only will sums such as the monopolies redemption, and special expenses, incurred owing to the funeral of the late Sultan, the marriage of the new, and purchase of a launch, at a total cost of \$200,000—not recur again, but the former purchases mean that the State will hereafter receive its proper proportion of revenue which will probably soon wipe out the purchase price of the monopolies. There seems no reason to anticipate that the country will not in a few years pay its way, and also pay back the loan, presuming the authorities are content for some little while to simply reorganize finance and not undertake any great expenditure on developments. The customs taxes imposed in lieu of those of the monopolists are noted as being lighter and as soon as trade has shaken itself free from the grip of the monopoly holders there seems no reason why it should not flourish.

## THE FUTURE.

At present the exports are limited practically to catch and jungle produce, the latter of which is a growing trade. There is however little doubt that the mineral resources of the country—apart from the Brookefield collieries—are considerable, and for a State which has for years been in the clutch of intrigues and exploiters the prospects are more than fair. The population of the country is roughly put at 25,000 of whom nearly half are Malays. The Resident notes that no medical institution or sanitary measures have ever been introduced, and they would neither be understood nor appreciated by the natives.  
The administration in fact is at present of the simplest. The police force is only one strong and has little to do, the medical provisions have not yet been dealt with, and the work of the year, a work which has apparently been very well done has been concerned solely with the reorganizing of the country's finances from a slough of despond, and setting in order some sort of general administration to direct the working of the country's affairs.

## HONGKONG HOTEL COMPANY.

## PROPOSED INCREASE OF CAPITAL FOR NEW BUILDINGS.

The half-yearly meeting of the shareholders of the Hongkong Hotel Company, Ltd., was held in the hotel offices to-day. The Hon. Mr. Edward Osborne presided, and there were present Dr. J. W. Noble and Mr. F. Mainland, directors; Mr. C. Mooney, secretary; Messrs. A. Turner, E. J. Chapman, Ho Wing, Chan Chan Nam, E. S. Kadosie, James Walker, E. J. Haskell, and J. Arnold.

The Secretary read the notice calling the meeting.

The Chairman said:—We will, if you approve, accept the report and accounts as read. The business of the Hotel during the six months covered by the report, was not marked by any unusual feature except that the monotonous decline of custom to which we, in common with others, have become so familiar of late, seems at last to have reached finality; indeed, at times our weekly returns even indicated a slight improvement, affording courage to hope that the long protracted gloom, that has settled like a blight upon the commercial life of the Colony, will ere long give way to a brighter atmosphere.

By dint of economy, accompanied naturally by an inevitable, though small, sacrifice of efficiency, we have been able to arrest a further large diminution of profits, and but for several exceptional items of expenditure, the half year's profit would have equalled that of the previous year in spite of the decrease in revenue. These economies we shall continue to enforce consistently with the requirements of efficiency. The recent unfortunate collapse of a portion of a verandah has somewhat precipitated matters in connection with those portions of the Hotel known as the Old Building and East wing. Both are quite unsuited to the purposes of a Hotel; the old building by reason of its wasteful, rambling corridors, and huge rooms; the East wing rooms by the absence of light and ventilation. For these reasons your directors, for some years past, have had in mind their demolition and reconstruction, but in view of the changed condition of affairs of late, we have hesitated to recommend any large expenditure hoping to carry on as we were till times improved.

his collapse, however, necessitates a large and immediate outlay in repairs, which, in view of the unsuitability of the structures to which I have referred, we cannot advise you to incur. We recommended instead that both buildings be demolished, excepting a small portion of the East wing where machinery is situated, and that new buildings be erected, details of which will be disclosed later on when plans are further advanced, and when you will be asked to meet for the purpose of sanctioning an increase of capital to the extent of probably \$300,000 and we hope to here the new buildings will be a great improvement and bring the hotel up to date. Before moving the adoption of the report and accounts I would be glad to answer any questions that any shareholder might like to ask. No questions were asked.

The Chairman then moved the adoption of the report and accounts.

Mr. Haskell seconded.

The motion was unanimously adopted.

Mr. Turner moved the re-election of Mr. W. H. Potts as director.

Mr. Chapman seconded, and the motion was unanimously carried.

Mr. Walker moved the re-appointment of Messrs. H. U. Jeffries and A. R. Lowe as auditors.

Mr. Ho Wing seconded, and the motion was carried.

The Chairman: Dividends will be ready to-morrow morning, gentlemen. Thank you for your attendance.

## LEGISLATIVE COUNCIL.

## ORDERS OF THE DAY.

The Legislative Council will re-assemble on Tuesday next, the 17th inst., at 2.0 p.m., when the Colonial Estimates for next year will be presented to the Council. Other business to be transacted is set forth in the following agenda list:—

1. Financial minutes. (Nos. 35 to 45)
2. Report of the Finance Committee. (No. 7.)
3. Report of the Public Works Committee. (No. 2.)

4. Amendment of "Cemeteries" bye-laws under section 16 of the Public Health and Buildings Ordinance, 1903.

## ORDERS OF THE DAYS.

First reading of a Bill entitled an Ordinance to apply a sum not exceeding four million nine hundred and ninety-two thousand nine hundred and fifty-three dollars to the public service of the year 1908.

First reading of a Bill entitled An Ordinance to provide for the appointment of Public Notaries within the Colony.

First reading of a Bill entitled An Ordinance to prevent the publication of seditious matter.

First reading of a Bill entitled An Ordinance to amend the Local Communities Ordinance, 1897.

First reading of a Bill entitled An Ordinance to limit the imposition by public exposure in the stocks.

R. H. CROFTON,

Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

## SHIPPING AND MAILS.

French (*Aura*) 14th inst.  
American (*Nippon Maru*) 16th inst.  
Lafayette (*Lafayette*) 21st inst.  
Canadian (*Empress of India*) 24th inst.

The Danish s.s. *Tranquibar* left Kobe on 13th inst., p.m., and may be expected here on 20th inst.

The N. Y. K. s.s. *Kawachi Maru*, European Line, left Shanghai for this port on 13th inst., and is expected here on 16th inst.

The N. Y. K. s.s. *Inaba Maru*, European Line, left Singapore for this port on 14th inst., and is expected here on 19th inst.

## THE HONGKONG TRAGEDY.

## ADSETT'S ARRIVAL SHORTLY EXPECTED.

From special information gathered at police headquarters to-day by a *Hongkong Telegraph* reporter we are in a position to inform our readers that Adsett, the alleged murderer of Gertrude Dayton, whose body was found in a trunk on board the Canadian Pacific liner *Monteigo* not so many weeks ago, will arrive in Hongkong to stand his trial in the not distant future.

This piece of news is of utmost importance, for it corroborates a cablegram published in a recent issue of this journal to the effect that Adsett was willing to give himself up to the British authorities and stand his trial at Hongkong without waiting for the usual formalities connected with extradition.

A day or two ago the police were in receipt of information which made it clear that the U.S. ship *Galveston*, on which Adsett is confined, had left Cebu bound for Manila, from which port Adsett will take passage to this Colony.

No news is to hand at the present moment as to whether the *Galveston* has arrived at Manila or not, but on Monday next two Hongkong detectives—Messrs. O'Sullivan and Perkins—will leave for that port on the *Rubi* to meet the American, and to escort him back to this port to stand his trial before a British jury.

## HONGKONG COTTON SPINNING.

## WEAVING &amp; DYEING CO., LTD.

## ANNUAL MEETING.

The tenth ordinary annual meeting of shareholders in the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., was held at the office of the general managers—Messrs. Jardine, Matheson and Co., Ltd.—this afternoon.

There were present: Hon. Mr. Henry Keswick (chairman), Sir Paul Chater, Mr. A. G. Wood, consulting committee; Messrs. A. Law (manager), P. S. Jameson (secretary), R. S. Piercy, Lo Cheung Shui, H. Gillies, E. Law, H. C. Ross, Ho Yue Sang, C. H. Blason and Fok Kam Yim.

The notice convening the meeting was read by the Secretary.

The Chairman said:—Gentlemen,—I presume you wish me to take the report and statement of accounts as read. The period covered by the accounts now before you has been one of unprecedented depression for those interested in the yarn trade of the Colony. Since our last annual meeting most of the local native yarn merchants have failed, and this, coupled with the congested state of the trade, has been in a very large measure responsible for the poor result of the past year's working. Our stocks of cotton and yarn have been taken over at a low price, and under the adverse circumstances obtaining during the past year I trust that you will consider the gain on working of \$9,252.44 satisfactory. The property is all in first class condition. Towards the end of April last the outlook was far from encouraging and we considered that it was necessary to curtail the production. This we did by reducing the number of spindles running. It necessitated dispensing with the services of about half of our work people, but the method has proved more economical than working short time, and we are continuing it. In former years we have been able to dispose of almost our entire production locally, but owing to the dislocation of the trade here, consequent upon the aforementioned failures, we have had to seek fresh outlets for our spinings, and with this end in view have introduced our yarns to the coast ports, where, I am pleased to say, they have been well received. It is doubtless obvious to you that an industry such as ours is largely dependant upon the prosperity of the country people, the principal consumers, and that anything affecting their welfare, such as crop failures, rebellions, floods, &c., affects us also. China has had her full share of these evils of late, and we can only hope that a new era of prosperity is in view. Your consulting committee has felt justified in proposing to you that \$50,000 should be taken from the equalization of dividend fund for distribution, and I trust you will approve. Before asking you to pass the report and accounts, I shall be pleased to answer any questions concerning them.

No questions were asked.

The Chairman proposed the adoption of the report and accounts.

Mr. Blason seconded.

Carried.

On the motion of Mr. Lo Cheung Shui, seconded by Mr. Fok Kam Yim, Sir Paul Chater and Mr. A. G. Wood were re-elected to the Consulting Committee.

Mr. W. Hutton Potts was re-elected the Company's auditor for the ensuing year, on the motion of Mr. Piercy, seconded by the Mr. Gillies.

The Chairman:—That finishes the meeting, gentlemen. Thank you for your attendance—especially on such a bad day.

The unprecedented scarcity of rain at Kowloon has resulted in great scarcity of water, and it is contemplated closing the miniature reservoir of the town except between the hours of 7 and 10 a.m. and 2 and 4 p.m. The lack of water is causing great inconvenience to the residents. The newly-acquired motor service has brought fresh residents to the town. If the drought continues, the people will have to go and live on the river banks!—*Malay Mail*.

ANOTHER opium cure is reported from Burma. Like the Malayan cure, it was discovered by a Chinaman, and the cure is a Burmese jungle plant, which sometimes grows into a big tree, but which does not bear flowers. The leaves and the main stem are deadly poisons, even the main root is a deadly poison, but the smaller roots that branch from the root are the medicine. A decoction is made of these roots, and it is administered daily for seven days before the habit is dropped.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadosie & Co. write on the 13th inst.:—

Business has shown a slight improvement, and rates, after a decline in the early part of the week, close steady.

Banks.—We have no change to record in Hongkong and Shanghai Banks, which remain unaltered and without business. The London rates likewise have not fluctuated.

Marine Insurances.—Cantons are out of favour and neglected at \$270. There are sellers of North Chinas at Tls. 77½, while Unions and Yangtzes are steady at \$76 and \$70 respectively.

Fire Insurances.—China Fires have again been placed at \$8½. Hongkong Fires can be secured at \$3½.

Shipping.—China and Manilas are still in demand at \$1½, but shares are scarce. Hongkong, Canton and Macao Steamboats have slightly declined to \$17½. Douglases have improved to 4½ at which rate sales are reported, and there are further buyers, after the declaration of a dividend of \$1 per share. Shell Transports have weakened to 44s. 6d. Star Ferries (old) have buyers at \$30. The new shares have fallen to \$10, but a firmer tone prevails and buyers rule the market at the rate.

Refineries.—China Sugars are quiet at 58. There are sellers of Perak Sugars at Tls. 90.

Mining.—Chinese Engineerings are inquired for in the North at Tls. 35.20. Rauba are firmer at \$8½ after sales at the rate. We are informed by private telegraphic advices from Singapore that the crushing for the past four weeks yielded 1,048 ozs. smelted gold from 5,370 tons stone.

Docks, Wharves and Godowns.—Kowloon Wharfs have depreciated to \$64. Hongkong and Whampoa Docks are on offer at the reduced rate of \$104. Shanghai Docks have declined to Tls. 78. Hongkong Wharfs have strengthened to Tls. 229 with sellers in the North.

Land, Hotels and Buildings.—There are further buyers of Hongkong Hotels at \$100, but no shares are obtainable at the rate. The report of the directors of this Company for the half-year ending June 30th, 1907, is issued to shareholders. The profit and loss account, including the sum of \$371.53 brought forward from last account, shows a credit balance of \$73,881.50, which the directors recommend should be apportioned in the following manner:—To pay a dividend of 8 per cent. (\$4) per share for the half-year, which will absorb \$48,000.—To transfer the sum of \$10,000 to repairs and renewals account.—To write off furniture and fixtures \$4,958.62 and to carry forward the balance of \$10,925.88 to new account. Hongkong Lands are obtainable at \$97. Humphreys Estates are wanted at \$104. Shanghai Lands can be placed in the North at Tls. 102.

Cotton Mills.—Ewos are firmer and buyers prevail at Tls. 65. Hongkong Cottons are unchanged and without business at \$1. Other stocks under this heading are unaltered.

Miscellaneous.—There is a demand for China Borneos at \$9, and China Light and Powers at \$6. China Providents are quiet at \$9. Dairy Farms have risen to \$16½ with inquiries. Peak Tramways have buyers at \$12 for the old shares and \$14 for the new shares (\$1 paid up). Hongkong Ropes can be sold at \$27. Steam Landrys are out of favour at 56½. In their report for the year ending 31st May, 1907, the directors state that the balance at credit of profit and loss account is \$15,978.14. Out of this sum the directors recommend that a dividend of 8% (80 cents) per share be paid to shareholders, which will absorb \$8,000 and write off machinery and plant \$7,500. The balance of \$4,778.14 is to be carried forward to new account. Langkats are in favour at the increased rate of Tls. 330. Sales of Watsons have been effected at \$11½.

## TO-DAY'S EXCHANGE.

## Selling.

London—Bank T.T. .... 2/2 9/16

Do. demand ..... 3/2 1/2

Do. 4 months' sight ..... 3/2 1/2

France—Bank T.T. .... 2/2 1/2

America—Bank T.T. .... 53 1/2

Germany—Bank T.T. .... 2.25 1/2

India T.T. .... 16 1/2

Do. demand ..... 16 1/2

Shanghai—Bank T.T. .... 73

Singapore T.T. .... 3 1/2 prem

Japan—Bank T.T. .... 108 1/2

Yawn—Bank T.T. .... 133 1/2

## Buying.

1 months' sight L/C. .... 2/2 1/16

6 months' sight L/C. .... 2/2 7/16

30 days' sight San Francisco & New York. .... 54 1/2

4 months' sight do. .... 55 1/2

30 days' sight Sydney and Melbourne. .... 53 1/2

4 months' sight France. .... 2.84

6 months' sight do. .... 2.86

4 months' sight Germany. .... 2.31 1/2

Bar Silver ..... 31 5/16

Bank of England rate ..... 4 1/2

Bank of France ..... 3 1/2

Gold coin ..... 39.02

The Manila Cablenews, of 8th inst., says:—

Tu Chan Cheng and Chiu Wa, two Celestials who dealt in lottery tickets contrary to the law and statute provided were yesterday fined, the former P200 and the latter P50, in default of the payment of which they were both conducted to Wolf's hostelry, Cheng to spend 40 days there and Wa to 10 days. When Wa heard of the ten days imprisonment for the shortcoming he was evidently pleased that it was not worse and went to Billbird with a feeling of relief. As his falling into the hands of the warden of the insular hostelry may cost him his right to live in the Philippines he may laugh on the other side of his face when he walks out of the gates ten days hence into the arms of the secret service man detailed to conduct him to the ship's side.

## To-day's Advertisements.

## POSTPONEMENT.

## THE GRAND PROMENADE CONCERT.

which was to be held on the VOLUNTEER PARADE GROUND, TO-NIGHT, the 14th inst., has been POSTPONED till

SATURDAY.

the 21st inst., at 9.15 P.M., owing to the Typhoon.

Tickets, \$2 and \$1, can be obtained from Messrs. KELLY & WALSH, and from VOLUNTEER HEAD QUARTERS, Hongkong, 14th September, 1907. [83]

## PUBLIC WORKS DEPARTMENT.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of September, 1907, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND, at Shaikwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Content in Acres.	Annual Rent.	Upset Price.
1	Shaikwan.	W. 60 feet, E. 120 feet, S. 120 feet, N. 120 feet.	1.000	50	3,600.

Hongkong, 9th September, 1907. [816]

## BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION,

ON

WEDNESDAY,

the 25th day of September, 1907, at 3 P.M., at their Sales Rooms, 8, Des Voeux Road Central.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY IN ONE LOT.

ALL THAT Piece or Parcel of Ground registered in the Land Office as THE REMAINING PORTION OF SUBSECTION A OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 10A TOGETHER with the three messuages and premises thereon known as Nos. 47, 49 and 51 Des Voeux Road Central. Annual Crown Rent \$57.04. Area 3,514 11/12 square feet.

Particulars and Conditions of Sale can be obtained of

Messrs. EWENS &amp; HARSTON,

Vendors' Solicitors,

or

Messrs. HUGHES &amp; HOUGH,

The Auctioneers.

Hongkong, 7th September, 1907. [814]

## FOG SIGNAL.

## ON THE "GAP" ROCK.

A notice to mariners in the *Gazette* states that on and after the 1st of January, 1908, an explosive detonator will be fired every ten minutes during the prevalence of fog, instead of the gun as heretofore.

## THE OPIUM QUESTION.

"Alpha" writes to a Singapore contemporary:—Advertising to the opium question, which is now engaging the attention of a large section of the public, may I be allowed, through the medium of your journal, to make a few remarks on the assumption of the Government abolishing the opium monopoly, and the Legislature ultimately prohibiting, absolutely, the importation of that commodity except for medicinal purposes?

For the sake of argument, assuming that opium works all the evils attributed to it by the anti-opiumists, the question is: Would the Government be able effectually to prohibit its importation?

Notwithstanding the sympathy felt for opium-smokers, the majority of them would resent the legislation, and the craving for opium would continue. Smuggling would then be a lucrative business, and many of the townships, who now ostensibly denounce the habit, would be drawn to the business by the enormous profits derivable from it. I am sure twice the strength of the police force would not be sufficient to cope with the work of stopping the contraband trade. The police force, particularly the native element, is not like Caesar's wife—entirely above suspicion. It is greatly to be feared that there would be wholesale corruption, knowing, as we do, the strong incentive to it which large bribes would offer.

The result would be that notwithstanding double expenditure on the police force, not to speak of the loss to the revenue, opium would still be largely consumed, as it would be sold more cheaply, and the object of the anti-opiumists would thus be defeated.

To cover the extra expenditure with a reduced revenue, the Government would, necessarily, resort to additional taxation, and virtue would be taxed in lieu of vice.

As for China prohibiting the importation of opium, it is too big a question to discuss here. With the proclivity to bribery in the highest officials, it seems to me to be Utopian to expect them to carry out effectually the Imperial Edict.

UNDER instructions received from the Secretary of State for the Colonies, Mr. F. G. Figg has been appointed Director of the Observatory in succession to Dr. William Doberck, retired on pension, with effect from the 15th inst.

## Intimations

## THE

## ROBINSON PIANO

## CO., LD.

## INVITE INSPECTION OF THEIR

## BABY GRANDS



BY

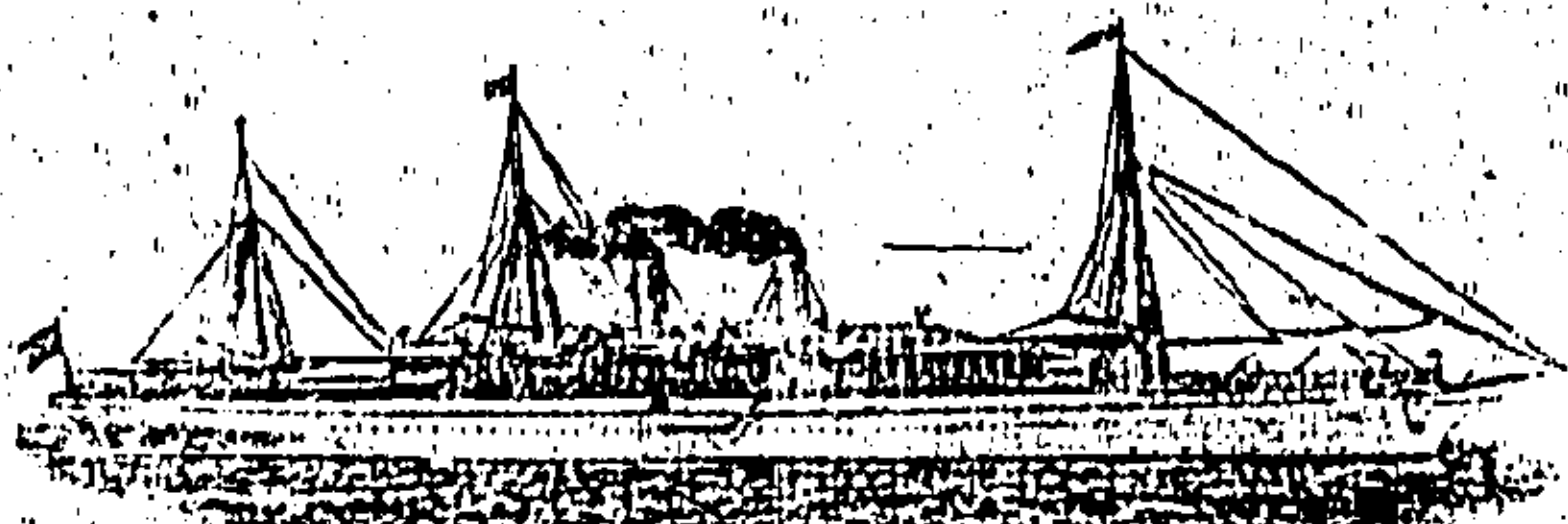
STEINWAY,

HAAKE,

WINKELMANN,



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. "EMPEROR OF CHINA" Tons 6,000 LEAVE HONGKONG THURSDAY, Sept. 26th	ARRIVE VANCOUVER Oct. 14th
"EMPEROR OF INDIA" Tons 6,000 THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE" Tons 6,000 WEDNESDAY, Nov. 6th	Nov. 30th
"EMPEROR OF JAPAN" Tons 6,000 WEDNESDAY, Nov. 21st	Dec. 9th
"TARTAR" Tons 6,000 THURSDAY, Dec. 4th	Dec. 28th
"EMPEROR OF CHINA" Tons 6,000 THURSDAY, Dec. 19th	Jan. 6th

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate or 2nd Class, via New York £42.10.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports had AROUND THE WORLD SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to H. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 29th August, 1907.

## INDO-CHINA STEAM NAVIGATION CO., LD.

For	Steamship	On
SINGAPORE	FAUSANG	MONDAY, 16th Sept., 3 P.M.
SHANGHAI VIA SWATOW	KWONGSANG	MONDAY, 16th Sept., 4 P.M.
SHANGHAI	HUNTSANG	TUESDAY, 17th Sept., Noon.
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	THURSDAY, 19th Sept., 4 P.M.
MANILA	YUENSANG	FRIDAY, 20th Sept., 4 P.M.
TIENTSIN	CHEONGSHING	SATURDAY, 21st Sept., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.	Single.	Return.
Hongkong to Singapore 1st Class	\$6.50	\$10.00
Penang	85	130
Calcutta	165	250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chio, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 14th September, 1907.

## CHINA NAVIGATION CO., LIMITED.

For	Steamship	To Sail
CEBU and ILOILO	"SUNGKIANG"	15th Sept., morning.
HOIHOW & HAIPHONG	"SI GAN"	17th Sept., daylight.
SHANGHAI DIRECT	"KUIKIANG"	17th Sept., 4 P.M.
MANILA	"TFAN"	17th Sept., 4 P.M.
AMOY, CHEFOO & NEWCHANG	"KWEIYANG"	17th Sept., 4 P.M.
SWATOW, NINGPO & SHANGHAI	"SHAHSING"	19th Sept., 4 P.M.
SHANGHAI & CHINKIANG	"KANBU"	21st Sept., 4 P.M.
CHEFOO & TIENTSIN	"KUEIHOW"	22nd Sept., daylight.
SWATOW & SHANGHAI	"YUOHOW"	24th Sept., 4 P.M.
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	27th Sept., 4 P.M.
YOKOHAMA & KOBE	"CHINGTU"	10th Oct., 4 P.M.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 14th September, 1907.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	Almond	MANILA	MONDAY, 16th Sept., 1907.
ZAFIRO	2540	Fraser	"	SATURDAY, 21st Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 14th September, 1907.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "OCEAN MONARCH" To sail On the 2nd November, 1907.

For Freight and further information, apply to

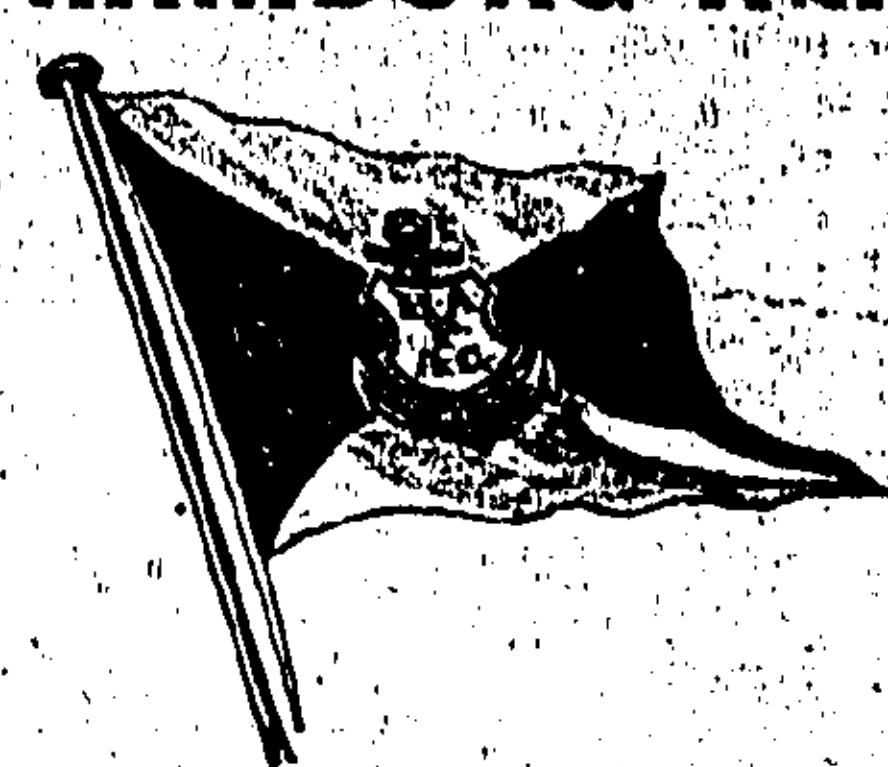
SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 13th September, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.  
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 1st Oct.

RHENANIA ... 2nd Oct.

SILESIA ... 2nd Nov.

HOHENSTAUFEN ... 30th Oct.

Hongkong, 2nd September, 1907.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NERA"

Captain C. Schmitt, will be despatched for the

above Ports, on or about MONDAY, the 16th

September.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th September, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"

Captain E. Fey, will be despatched for the

above Ports, on TUESDAY, the 17th inst., at

1 P.M., instead of as previously advertised.

For Freight and Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 12th September, 1907.

FOR DALNY.

THE Steamship

"KARONGA"

will be despatched for the above Port, on

he 20th inst.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 12th September, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and Queensland

Ports, and taking through Cargo to Adelaide,

New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM"

Captain St. John George, will be despatched at

above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating

Chamber which ensures the supply of Fresh

Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 5th September, 1907.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Swanwick 6,235 W. Shotton 1st Oct.

Kumera 6,235 D. Baird 15th Oct.

Shawmut 9,600 E. V. Roberts 6th Nov.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 2nd September, 1907.

[12]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GAZEE" ... 14th Sept.

FOR NEW YORK.

S.S. "SIKH" ... 5th Oct.

S.S. "MUNCASTER CASTLE" ... 26th Oct.

\* This steamer has excellent Saloon Accom-

modation for First-class Passengers at moderate

rates.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 13th September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

LIQUIDE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other

Coast ports.

Steamers Tons To sail

"KASATO MARU" ... 6,100 (About Middle

of Oct., 1907.

"KATHERINE PARK" ... 5,000 (About End of

Nov., 1907.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,

Manager,

York Building.

Hongkong, 2nd September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong, for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These Fine New Steamers have unexcelled

accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey ... \$4.

Meals ... \$1.25 each

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when

all the known and unknown medicinal properties of

the human body were taken into consideration, and

the result was a discovery of a new and powerful

remedy for all the diseases of the human body.

It is a discovery of a new and powerful remedy

for all the diseases of the human body.

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for all the diseases of the human body.







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{1.15/- for 1-year ending 30.6.07 @ ex 2 1/2 3/16=316.04	4 1/2 %	\$147 1/2
Do.	40,000	\$125	\$125	\$1,000,000	\$1,797,167			\$147 1/2
National Bank of China, Limited	99,925	£7	£6	£12,335	\$71,793	\$2 (London 3/6) for 1905		\$170
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	£100,000	Tls. 185,320	{Interim of 7/6 for account 1906 @ ex 2 1/2 to 11.16 per tael.	6 %	Tls. 77 1/2 sellers
Udon Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$1,450,460	{Final of \$12 making \$42 for 1905 and interim of \$30 for 1906	5 1/2 %	\$76 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$461,467	1 1/2 % year ending 31.12.05	7 %	\$170
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$362,980	\$6 and bonus \$2 1/2 for 1905	9 1/2 %	\$37 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$435,236	\$40 for 1905	12 1/2 %	\$315
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$20,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	\$4 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$10,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$27 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£60,000	£3,694	5/- for 1906 @ ex 2 1/2 = \$1.14 per share	3 1/2 %	{ \$30 buyers \$28 buyers
Do. (Deferred)	60,000	£5	£5	£60,000	£3,694			
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	Tls. 47 1/2 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 13,327	Interim of 1/- (Coupon No. 8 for a/c. 1907)	10 1/2 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000	£1,871		4 1/2 %	44/6
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000	\$137	{ \$1.00 for year ending 30.4.1907 \$0.50 for year ending 30.4.1907	5 %	\$20 buyers
Take Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 %	Tls. 50 sellers
<b>FINANCIERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$40,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	\$98
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$14,000	Tls. 8,935	\$3 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 90 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£12,546	Interim of 1/6 for a/c. year ending 28.2.07	4 %	Tls. 15.20 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	£11,358	No. 12 of 1/- = 48 cts		\$8 1/2 sales
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$70,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2 %	\$64
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	7 1/2 %	\$104 sellers
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,570,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 %	Tls. 229 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23
Central Stores, Limited	50,723	\$15	\$15	\$760,845	\$9,178	\$1.80 for 1906	12 %	\$144
Hongkong Hotel Company, Limited	12,500	\$50	\$50	\$625,000	\$371	\$5 for second half-year making \$10 for 1906	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$97 sellers
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2 sa. and b.
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$50,000	\$1,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	28,000	Tls. 50	Tls. 50	Tls. 1,400,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 102 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$21,600	\$1 1/2 for the year ending 31.7.06	11 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 52
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	Tls. 50,663	Tls. 50 for 1906	16 1/2 %	Tls. 300 sellers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1 1/2 p. per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	1653	\$3 for 1905		\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil.	\$1 for 1904		\$9 sales and b.
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 60
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	\$25,000	60 cents for year ended 31.2.05		\$6 sa. and b.
Do. special shares	10,000	\$10	\$10	\$100,000	\$25,000			\$6
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$855	80 cents for 1906	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$1,875,000	\$2,555	\$1.30 for year ending 31.7.1906	8 %	\$16 1/2 sa. and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	Interim of 50 cents per share for a/c. 1907	9 %	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,002	\$2 1/2 for year ending 28.1.07	11 1/2 %	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,953	1 1/2 p. per share for year ending 28.2.07	7 1/2 %	\$14
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	Interim of \$4 for 1-year ending June 30th 07	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,212	Interim of 80 cents per share for a/c. 1907	8 %	\$25 buyers
Maatschappij tot Rijp. Borch en Landbouw. exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 2,500,000	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c. 1907	9 %	Tls. 330 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	\$1 p. sh. or period fr. 19th Oct. to 30th Apr. 07	8 1/2 %	\$12 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	\$2,655			\$12 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	\$3,354	None		\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 108 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Tls. 4 for 1905		Tls. 30 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	14 %	Tls. 70 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 121 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	£163,500	Tls. 85,592	Interim of 15/- for account 1907		Tls. 310 buyers
South China Morning Post, Limited	7,200	\$20	\$20	\$144,000	\$4,214	Interim of 11 1/3 for account 1907		Tls. 280 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$4,934	None		\$22
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 201	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %	\$2 1/2
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$349	Tls. 6 1/2 for year ending 30.4.07		Tls. 97
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	First year		\$12
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$5,482	{ 80 cents on 9,000 ord. shares and 48 p. 8. on 100 Founders' shares for year ending 31.5.07	8 %	\$10
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$182	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$10 1/2 sales
						Final of 30 cts. making 80 cts. for the year ended 30th June 1906	10 %	\$8

\* These shares are entitled to half of the profits.

## Shipping—Steamers

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH  
AND LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERICAN  
AND SOUTH AFRICAN PORTS.)

## THE Steamship.

"MALTA"  
Captain R. A. Peters, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, &c., on SATURDAY, the 21st  
September, at Noon, taking Passengers and  
Cargo for the above Ports, in connection with  
the Company's S.S. *Mongolia*, 9,500 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Arabia*  
due in London on 2nd November, 1907.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The Contents  
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th September, 1907.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJI-  
BOUTI, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

## The S.S. "TOURANE"

Captain Lancelotti, will be despatched for  
MARSEILLES on TUESDAY, the 17th  
September, at 1 P.M.

This Steamer connects at Colombo with the  
Australian line S.S. *Armand Bathie* bound for  
Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places to  
Europe.

Next sailings will be as follows:—

S.S. *AUSTRALIEN* ..... 1st Oct.S.S. *NERA* ..... 15th Oct.S.S. *YARRA* ..... 19th Oct.S.S. *ERNEST SIMONS* ..... 12th Nov.S.S. *TOKIN* ..... 26th Nov.S.S. *POLYNESIEN* ..... 10th Dec.G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th September, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE.

## DEPOT.

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&amp;c. &amp;c. &amp;c.

KODAKS, FILMS.

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

# Dewar's

## 'Imperial'

The Whisky without an equal

Sole Agents: BUMANN &amp; BERBLINGER.

15, 16 &amp; 17, Caninaught Road Central.

480